

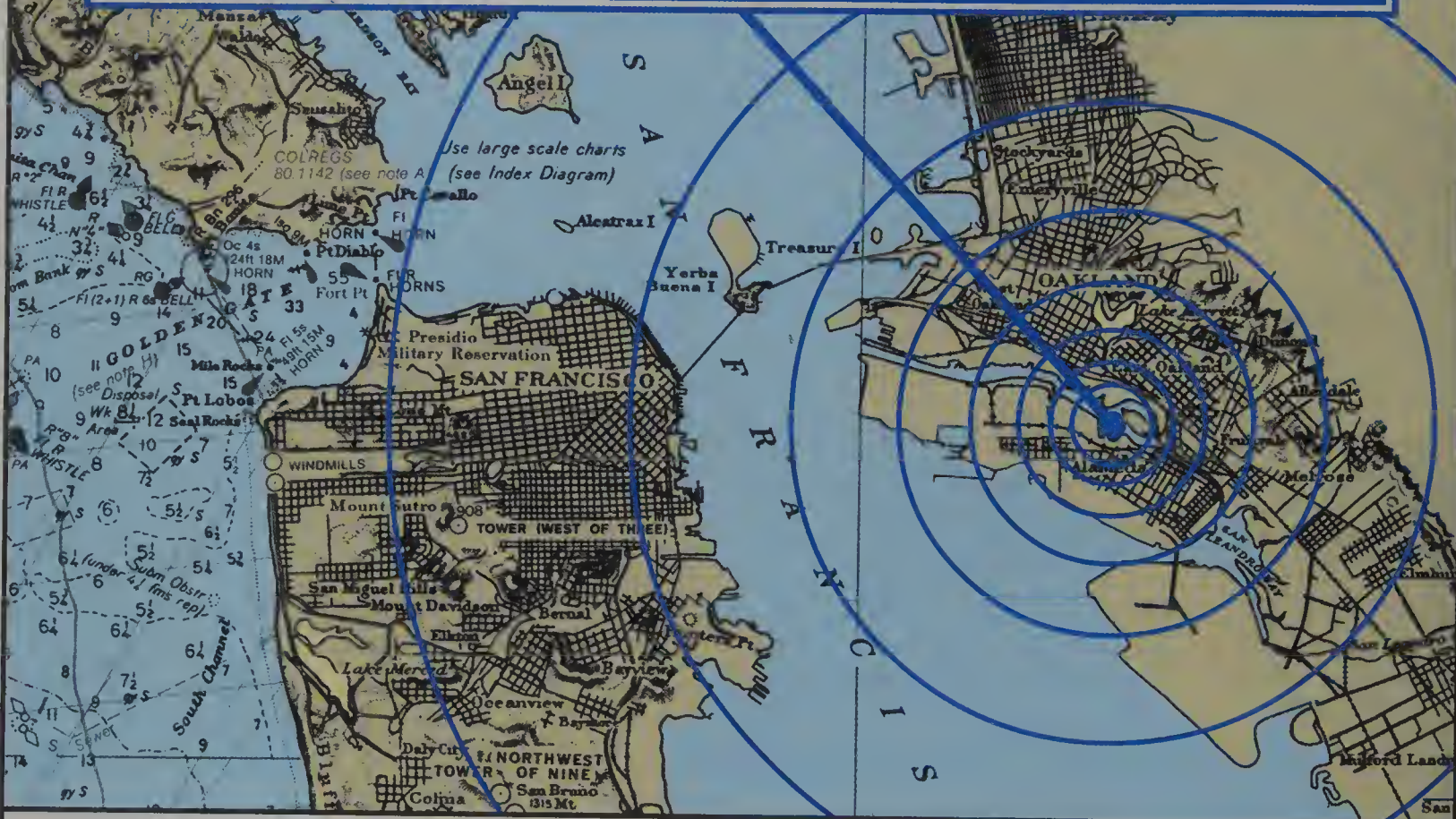
Latitude 38

VOLUME 287 MAY 2001

WE GO WHERE THE WIND BLOWS



Location... location... location!



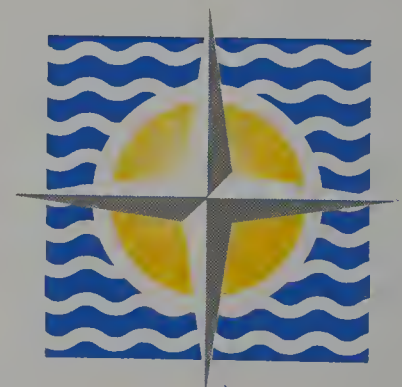
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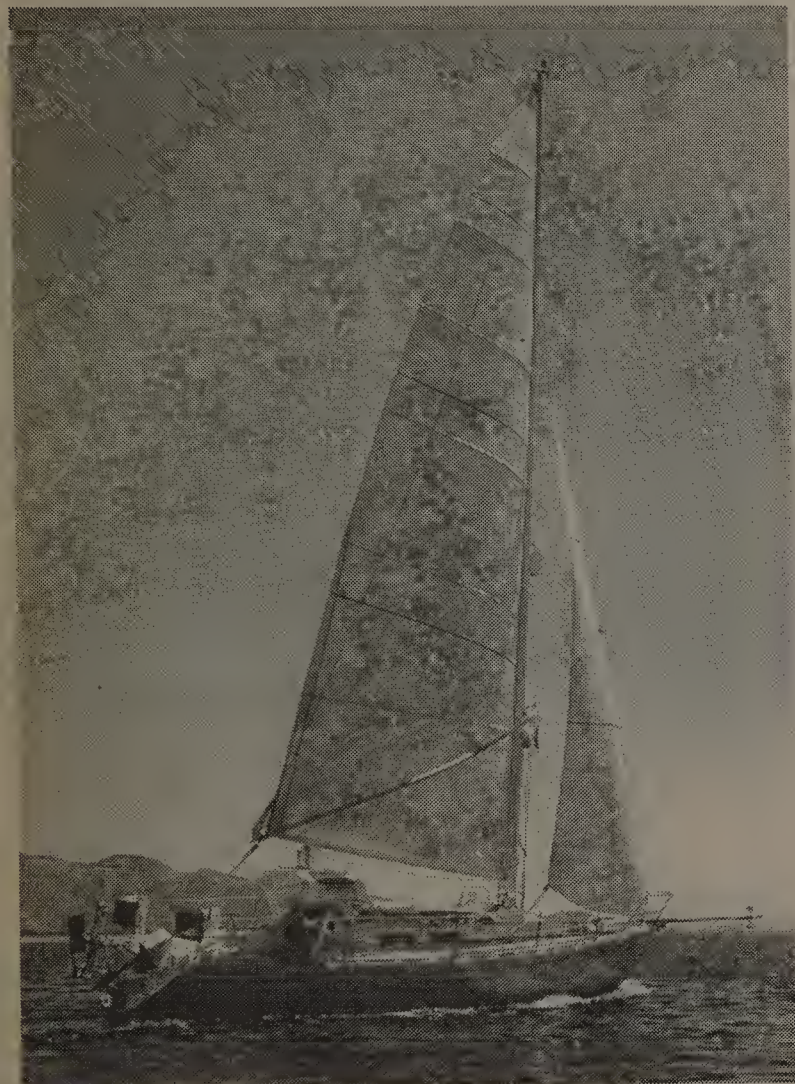
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Still going and going and going



*Pteron**

In 1995 we featured *Pteron* on this very same page. Chris Maas, who builds rowing shells, had just built a modified Wylie 34 and, with his wife Monique, had sailed to the Sea of Cortez. They then sailed, and we mean sailed, the boat through the Panama Canal and on to Florida. (There's the outboard needed, but it's an outboard motor on a 34-footer, after all. Sailing is faster. So they sail and sail and sail.) They then trucked the boat to their new home in the San Juan Islands, where *Pteron* (Greek for wing) continues to log mile after mile after mile.

Chris built *Pteron* with a wishbone boom, a small jib, and asymmetric spinnakers to make double-handing easy. He relied on his sailmaker to make it even easier. The boat's Pineapple main, jib and spinnakers have done just that. And six years later they continue to do just that.

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Beneteau 361



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At
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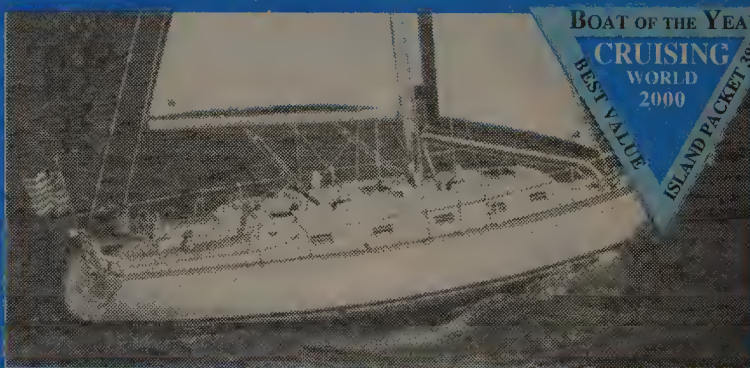
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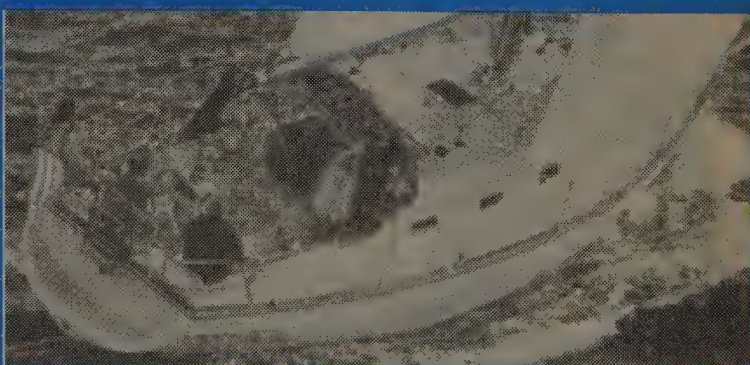
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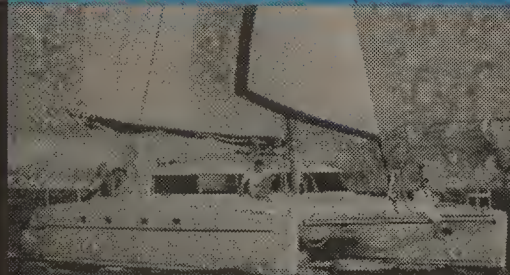
SAIL

Fountain Pajot (38'-75')
Lagoon 38'-67')
Gemini 105 (34')
Pacific 40 & Kiwi Express 44
Novaro 44 & Kiwi Express 44

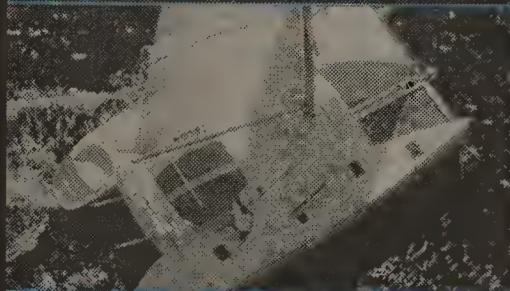
POWER

Lagoon 43
Fountain Pajot (34' & 37')
NZ-37
Wright 50
Space Shuttle (50, 60 & 67)

SAIL



BELIZE 43 (42'8" x 23' x 4'3")
Pacific coast debut, newest Fountaine Pajot model. Deluxe Owner's Version layout (entire stbd. hull is owner's suite). Twin 27 dsls. Approx. \$350,000, U.S. West Coast.



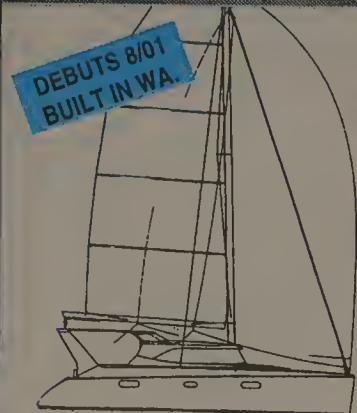
LAGOON 380
(38'3" x 21'5" x 3'10")
Sold out for many months...but our pre-ordered models assure you quick delivery, AND lower price. 3 cabins/2 heads. About \$230,000 for West Coast delivery - PLUS order before 3/15 and get \$13,000 in FREE equip. (W/D/S, autopilot, GPS, stereo music., etc.) *Hurry!*



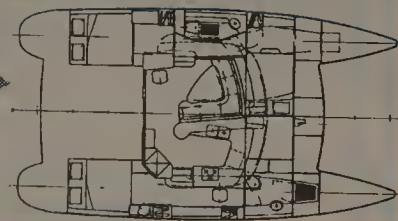
GEMINI 105
(33'6" x 14' x 18"-or-5')
Best dollar-for-dollar value of any cat we offer. Sold out 'til 10/01...but we have 2 pre-ordered for this summer. Don't hesitate. Cruise equipped, west coast, for under \$145,000.



MARQUISE 56
(56' x 27' x 4'6")
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PACIFIC 40 (40' x 23' x 3'10")
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Fountaine Pajot World's largest builder of sail-cruising cats. From 38' to 75', and \$200,000 to \$1.2M. Color brochures available.



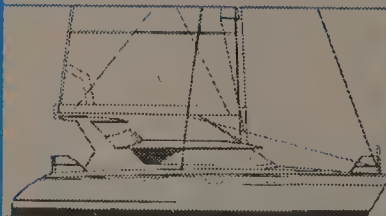
Greenland 23 & Maryland 37 (14' x 17' beams) From Fountaine Pajot. Each with (a) flybridge helm AND interior helm, (b) 15 knots cruising, 19 knots maximum, (c) twin Yanmar diesels, (d) 1,000 mile range. Base boats \$210,000 and \$290,000 respectively. Photos/brochures avail.



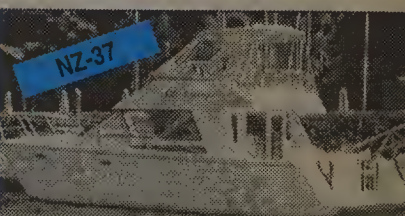
Lagoon catamarans (France), from 38' to 67'. Multiple layouts available, with gorgeous woodwork inside. \$200,000 to \$2M. Color brochures available.



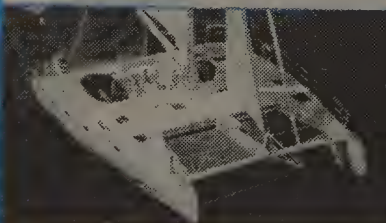
Greenland 34 Now with an all-new flybridge addition. Choose a full suite in each hull, or a total of 3-cabins and 2 heads. Great galley, inside steering, twin diesels and 15-20 knot cruising! Under \$200,000.



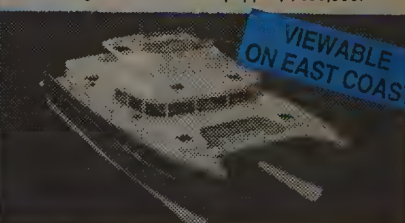
Kiwi Express 44 (44' x 22' x 4'). A unique, New Zealand powersailer with twin dsls up to 125 hp ea, and motoring speed up to 14 knots, sailing up to 15 knots. About \$400,000 base boat.



NZ-37 (37' x 14'6" x 2') A stunning planing cat from "Kiwi land". Twin 250 hp for 25 mph cruising & 30 mph max. 300 hp dsls. for 35 mph max. 3 cabins/2 heads. Small or large galleys. All-weather flybridge. Roomy cockpit perfect for diving or sport fishing. Excellent rough-water cat. All-equipped, \$280,000.



Novara 44 (44' x 31' x 18" board up - 11' board down) Also 55' & 66" models. The "ultimate" in high-tech construction and speed under sail (24+ knots!). Rotating carbon fiber masts, state-of-the-art layout and hull materials. Ingenious interior layout details. Photos & color brochures avail.



Lagoon 43 (43' x 21'6" x 4'3") Luxury and craftsmanship in a unique power cat. 200 sq/ft (!) owner's cabin with huge "walk-around" bed. Twin dsls. up to 250 hp. Cruise at 20 kts., 23 max. Sailing-legend Ted Hood has already bought one for himself! Flybridge & interior helms. Base, \$375,000.

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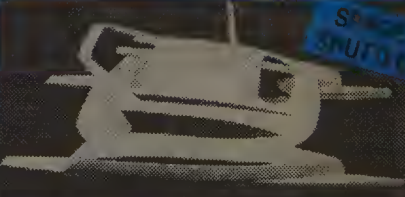
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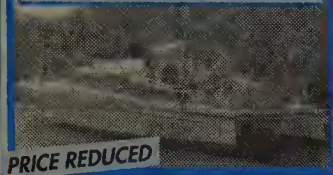
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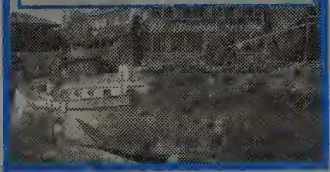
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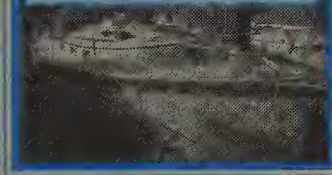
55' TAYANA CC CUTTER, '89



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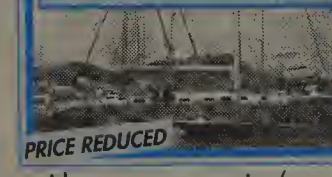
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Cover photo by Jim Puckett

Women on the move! Stan and Sally Honey's Cal 40 *Illusion* charging down a wave in the recent Lightbucket Race. Supersailor Stan wasn't aboard, however, leaving Sally, Sylvia Seaberg, Synthia Petroka and Tom Condy, the only male, to do the hard-charging.

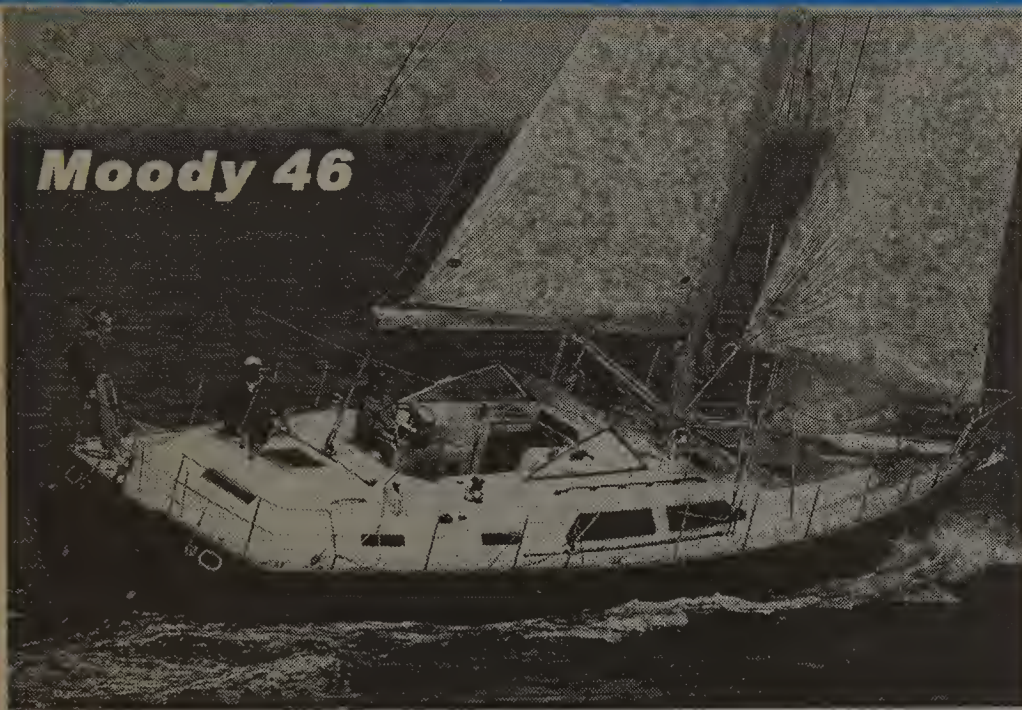
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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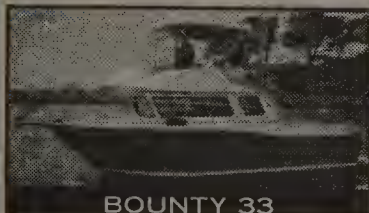
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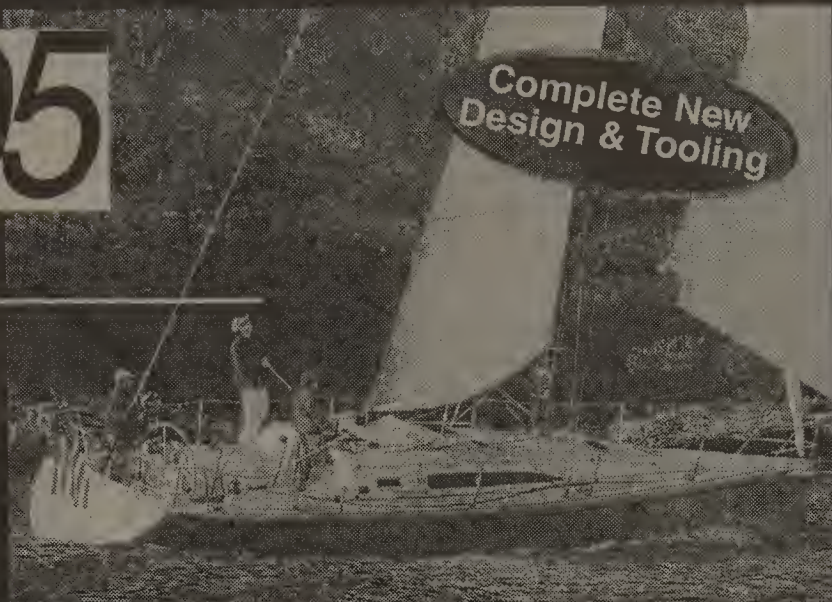


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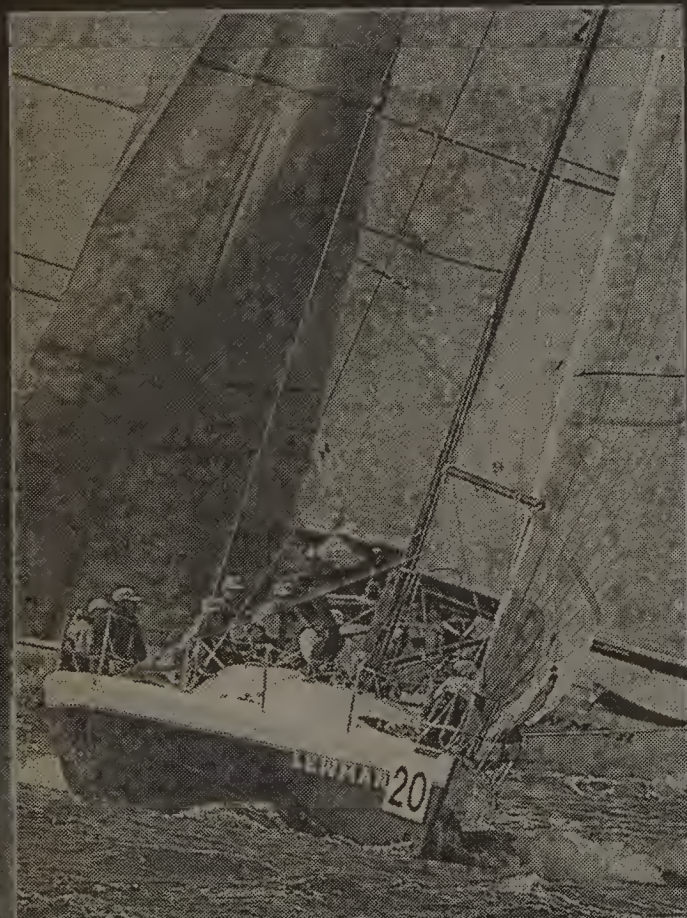


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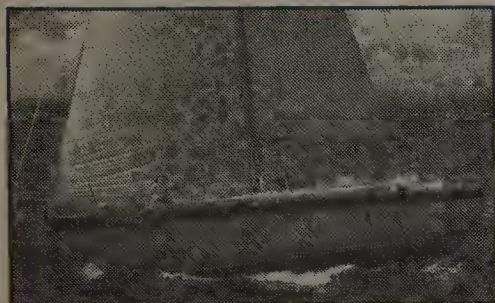
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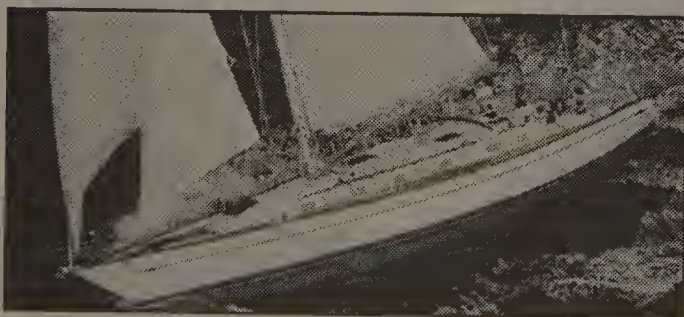
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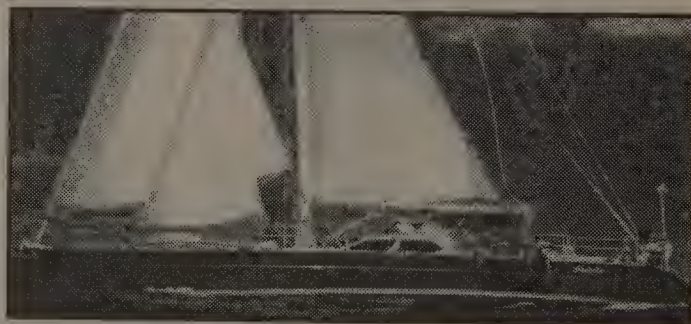
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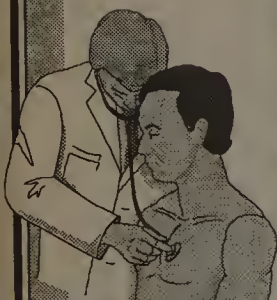


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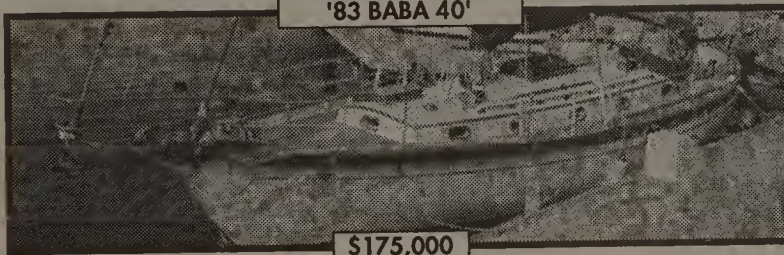
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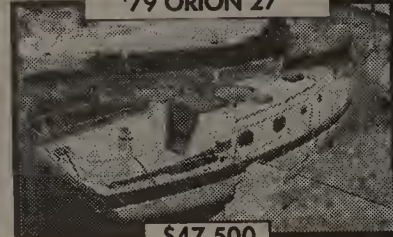
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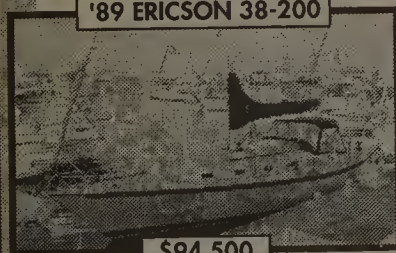
'83 BABA 40'

\$175,000



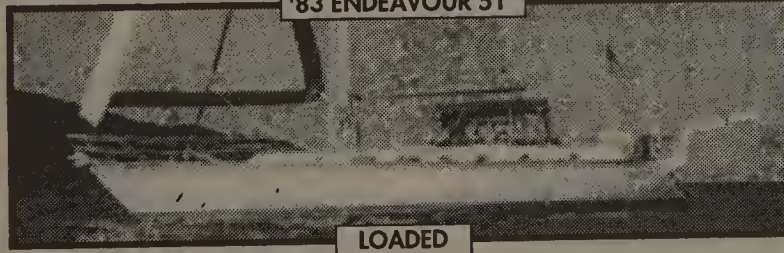
'79 ORION 27'

\$47,500



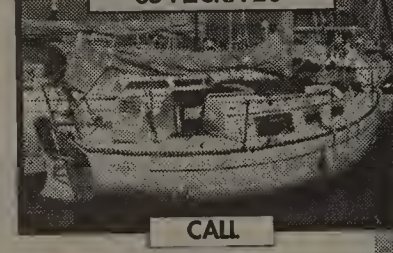
'89 ERICSON 38-200

\$94,500



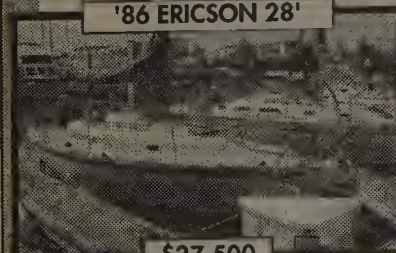
'83 ENDEAVOUR 51'

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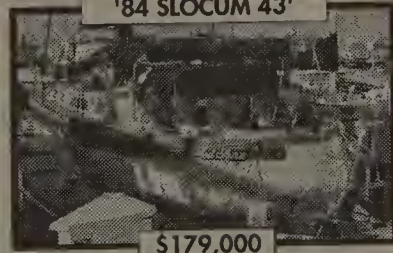
'85 FLICKA 20'

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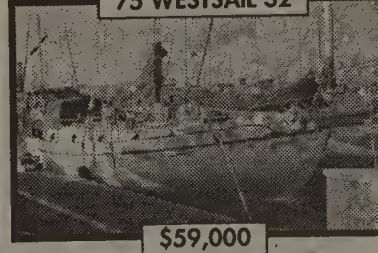
'86 ERICSON 28'

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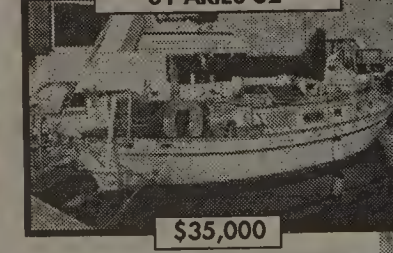
'84 SLOCUM 43'

\$179,000



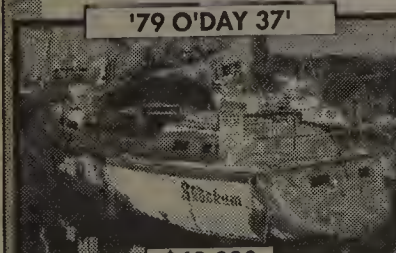
'75 WESTSAIL 32'

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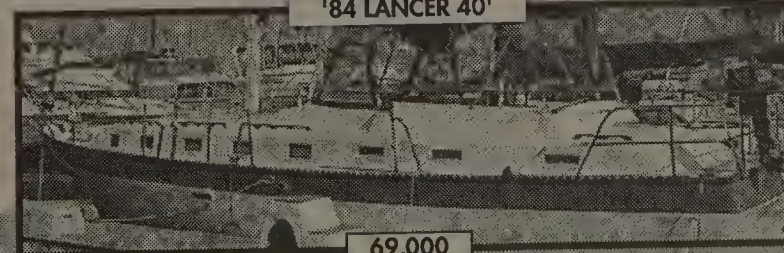
'81 ARIES 32'

\$35,000



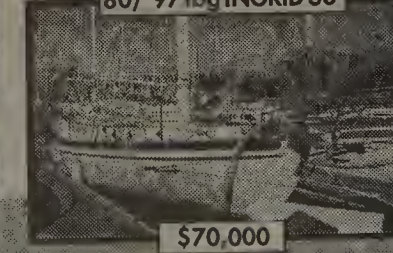
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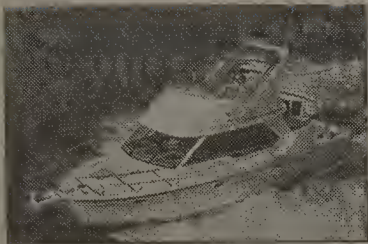
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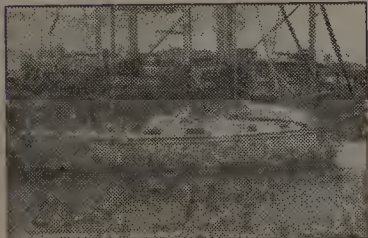
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**Sea Ray 390 SF
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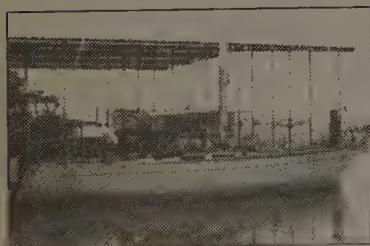
**Pearson 365
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**Swan 38
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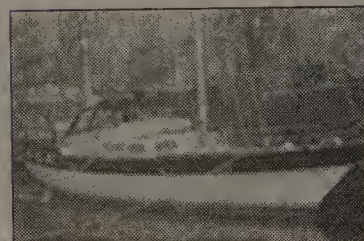
**Contessa 43
\$135,000**



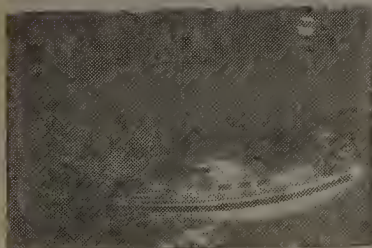
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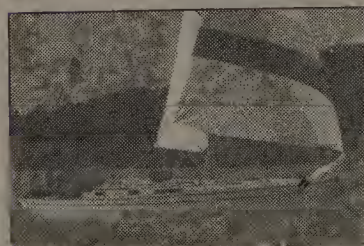
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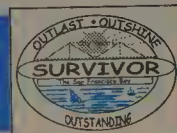


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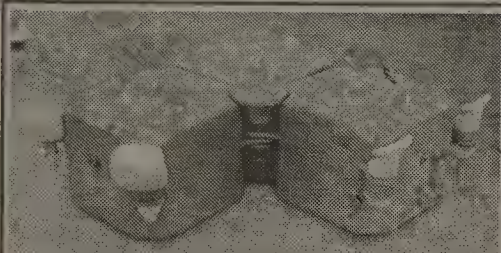
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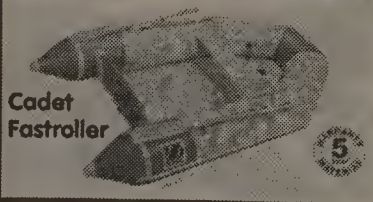
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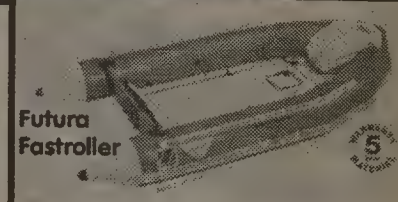
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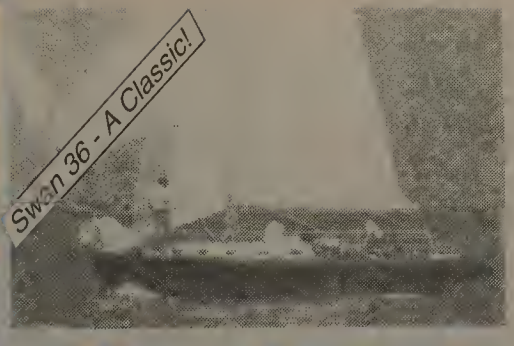
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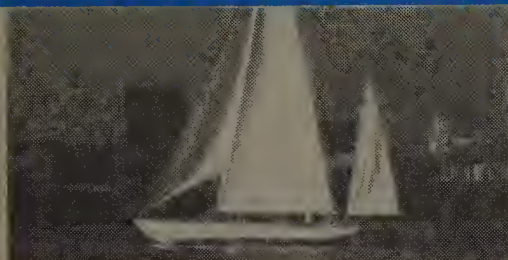
Swan 651 (1984/88) Impossible Dream. Shoal keel, furling main, excellent cond. Ready for world cruising. Vancouver. **\$850,000.**



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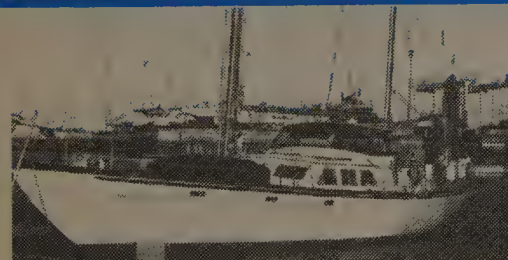
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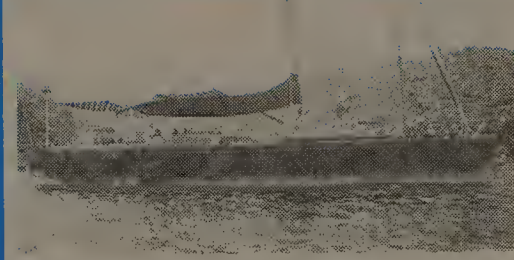
Swan 431 We have two of these classic S&S designed Swans to choose from. Call for an appointment.



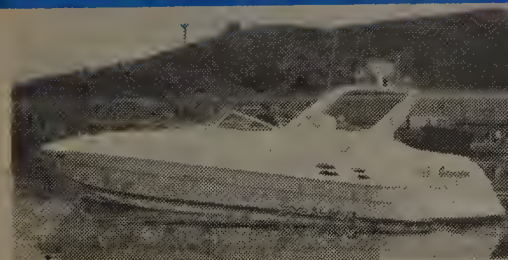
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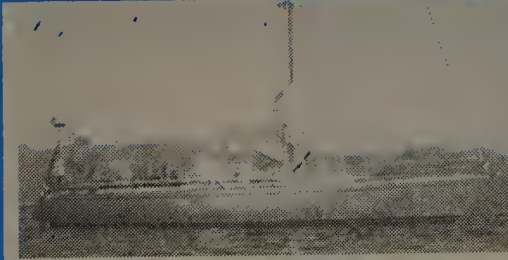
Swan 61 (1990) Has hydraulic furling main and jib, power winches, bow thruster, AC, watermaker. Antigua. **Asking \$850,000.**



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Nonsuch Ultra 30, 1985



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1990 Catalina 28



New 2001 Catalina 42 Centerline



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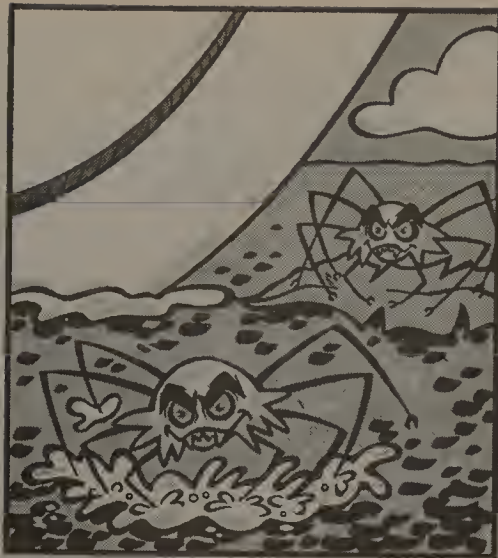
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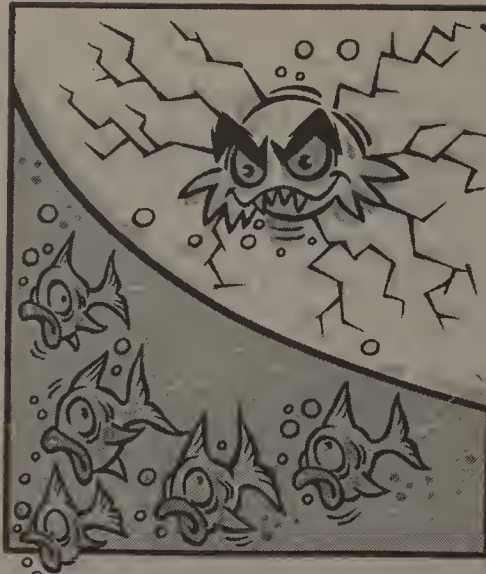


Catalina Yachts

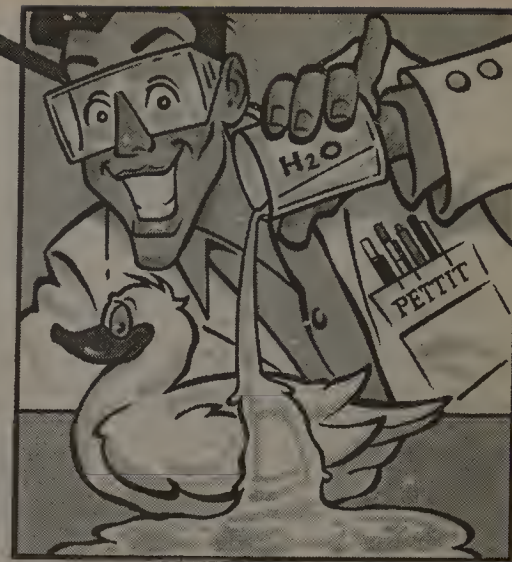
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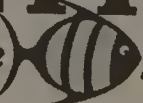
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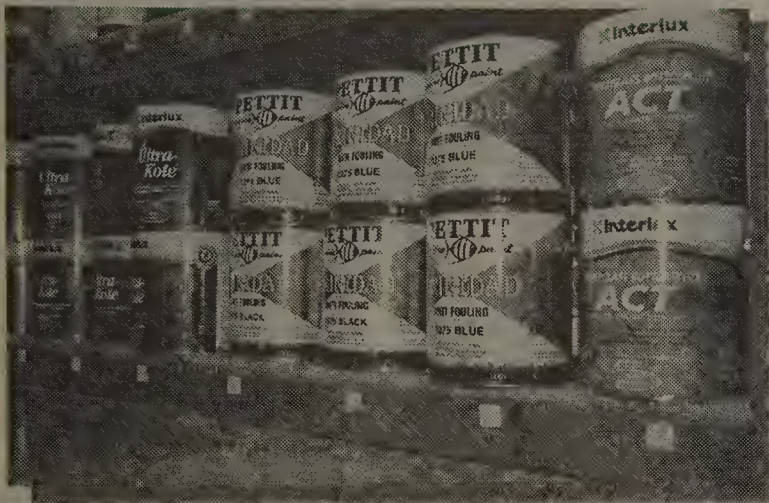
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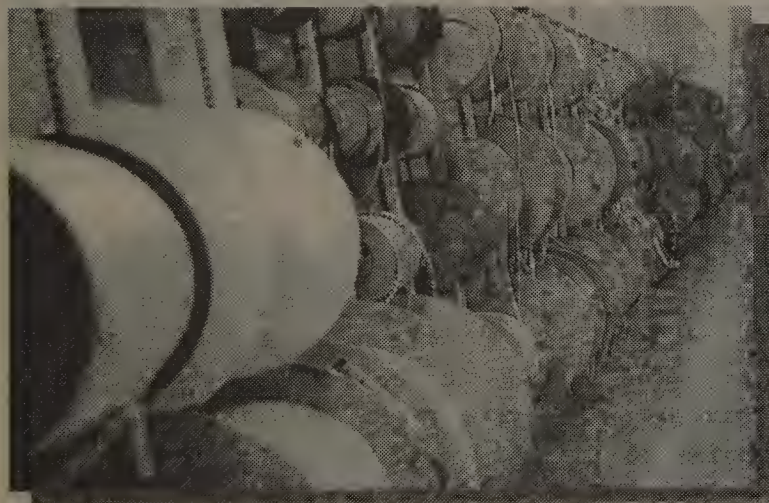


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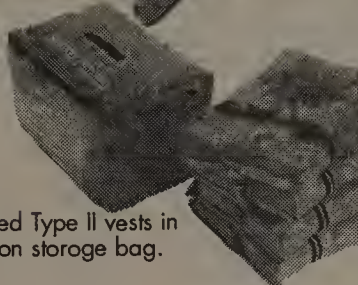
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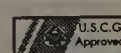


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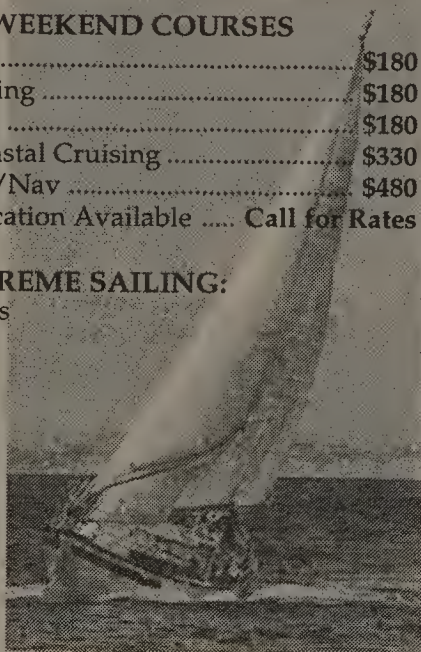
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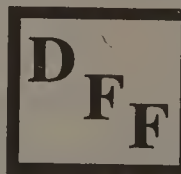
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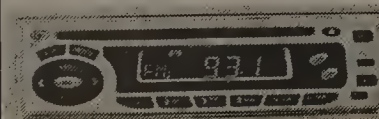
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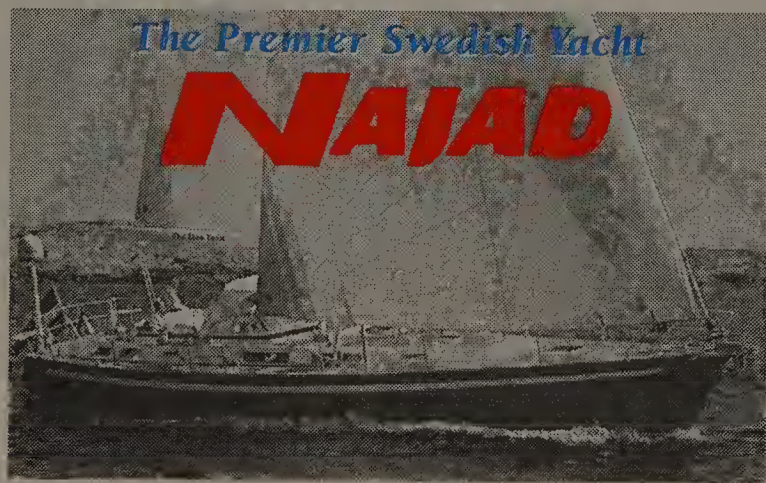
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May 5 — Flea Market at the Santa Cruz West Marine store, benefitting the SCYC junior program. Info, (831) 476-1800.

May 5-6 — Corinthian Women's Sailing Seminar #1: The Fundamentals. Corinthian YC; Marie, 332-1366.

May 5-6 — MayDays 2001, a volunteer work weekend and celebration at Hyde Street Pier. Show your support for the wooden ships at the San Francisco Maritime Park by helping out in some capacity. See *Loose Lips* for details. To volunteer, call Sue at 556-1613.

May 5-6 — Free sailboat rides at Cal SC (Berkeley Marina), 1-4 p.m. Details, www.cal-sailing.org.

May 7 — Full moon on a Monday night.

May 10 — Monthly skipper/crew mixer at Sausalito YC, 6-9 p.m. Free. Dinner and bar available. Bill, 388-5500.

May 10 — "Introduction to Computer Navigation", 7 p.m. at Waypoint (Alameda). \$10 entry fee (\$15 for couples). RSVP, (510) 769-1547.

May 11, 1981 — It was Twenty Years Ago Today: Bob Marley passed away in Miami at the age of 36, a victim of cancer.

May 12 — Stockton SC Annual Swap Meet, beginning at 7 a.m. Budge Humphreys, (209) 957-4828.

May 12 — Swap Meet at San Leandro YC, 8 a.m. to 2 p.m. Non-members may set up tables for a \$10 fee. Info, (510) 351-2102.

May 12 — Alameda YC's open house for prospective members. "We are an affordable yacht club, come see our facilities." Info, (510) 865-5668.

May 12-13 — Alameda Open Boat Weekend, featuring a smorgasbord of new and used boats at Marina Village, (510) 521-0905, and Ballena Isle Marina, (510) 523-5528.

May 13 — Honor thy mother.

May 15 — S.F. Bay Oceanic Crew Group Meeting, featuring John Connolly speaking on "Cruising in the South Pacific, the Med, the Caribbean and Thailand." Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

May 15 — "Basics of Keelboat Crewing," a mini-seminar co-hosted by Cal SC and Berkeley YC; 7:30 p.m. at BYC; free. Info, (510) 540-9167.

May 16 — Rod Kidd, commodore of Encinal YC in 1997 and 2001, turns 50!

May 18, 1991 — Ten Years After, from Erin McCormick's *Sightings* piece called "Here Comes The Tide; Here Comes the Groom":

It would be most bride and groom's worst nightmare: a wedding where the preacher gets seasick, the guests have to stand in muddy water up to their knees and the holy chapel is invaded by seals.

But as newlywed sailors Diane Ingriselli and Bruce McLeod will attest, these possibilities can't be overlooked when you're planning a wedding on Emeryville's Ashby Shoal.

Fortunately for the two members of Berkeley's Cal Sailing Club, neither tidal waves nor creatures from the deep made appearances at their May 18 wedding. Instead, about 20 slightly damp sailing enthusiasts and an equal number of bemused relatives dug their toes into the wet sand to witness the exchange of vows.

The 200-yard-long shoal, just north of the Emeryville Channel, is only above water in extremely low tides. Even then, it only qualifies as an 'island' for about three hours, then disappears to become just another annoying obstruction.

For Diane and Bruce, the shoal holds a deep (or maybe that should be shallow) significance. Shortly after they met at a Cal SC class two years ago, they spent a long — and what eventually turned out to be romantic — evening on the submerged shoal, trying desperately to dislodge their keel from the mud.

Yacht to the City

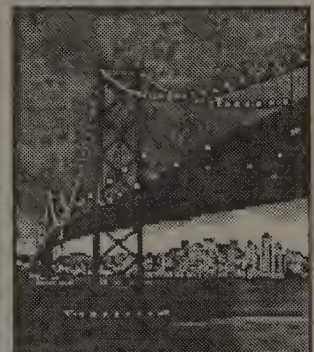
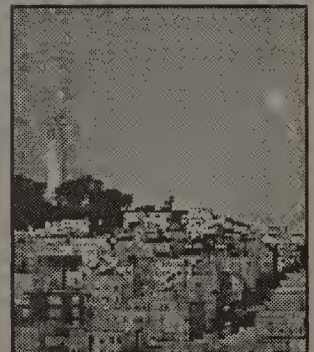
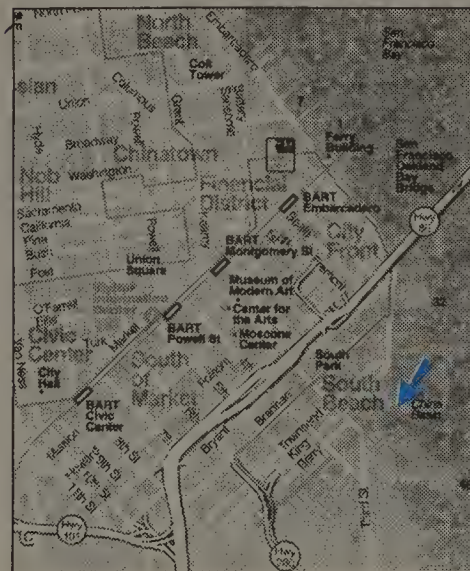
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CALENDAR

Things have been going a lot better for the couple since then. This fall they jointly purchased the Santana 22 *Kokopelli*, becoming engaged in October during a cruise aboard. For their wedding, they wanted something different, something that reflected their love of sailing. "The Sailing Club meant a lot to us and the shoal is kind of like the club's private island," says Bruce.

May 19 — Port Fest 2001 at Jack London Square, 11 a.m. to 5 p.m. For details, see www.jacklondonsquare.com or call (510) 814-6000.

May 19 — Sail Camp Open House at Marin YC (San Rafael), 10 a.m. to 1 p.m. Free sailboat rides for kids. Sailing Education Adventures (SEA); Kerry Myers, 775-8779.

May 19-20 — Corinthian Women's Sailing Seminar #2: Spinners and Racing. Corinthian YC; Marie, 332-1366.

May 19-25 — North American Safe Boating Week. For info, see www.safeboatingcampaign.com.

May 20 — Elkhorn YC (Moss Landing) Annual Flea Market, 7 a.m. to 4 p.m. Info, (831) 633-4375.

May 20 — "Getting You and Your Boat Ready for Short-handed, Overnight, Offshore Racing," a new SSS seminar at Oakland YC, 8:30 a.m. to 3 p.m. Lunch and handouts for \$35. Limited registration. RSVP, (510) 769-8952.

May 20 — Swap Meet at Sequoia YC (Redwood City), 8 a.m. to 2 p.m. Booths are free; pancake breakfast available. Mike Harris, (650) 361-8538.

May 26 — Terry Klaus, skipper of *Brigadoon*, is 60!

May 26-28 — Islander 36 Cruise to Petaluma Marina. Don Henderson, 457-0771 (home).

May 28 — Honor dead soldiers.

June 3 — Open House at Oakland YC, 2-4 p.m. Despite the name, this club is located in Alameda. Info, (510) 522-6868.

June 9 — Marine Swap Meet at the Sacramento West Marine store. Info, (916) 366-3300.

June 23 — Alameda YC's Annual Nautical Flea Market, 8 a.m. to 1 p.m. Info, (510) 865-5668.

Racing

Apr. 29-May 5 — 34th Antigua Sailing Week. See www.sailingweek.com to see who won.

May 4-6 — Leukemia/Yachting Cup, hosted by San Diego YC, (619) 221-8400.

May 5-6 — Vallejo Race, the HDA/ODCA season opener. Everyone should bring real anchors and lots of fenders, as a low tide at 4 p.m. on Saturday may force boats to raft in the channel — just like the old days! YRA, 771-9500.

May 5-6 — Spring Cup Regatta, another 11:Metre dash for cash (\$10,000 purse) off the end of Pier 39. Info, 705-5500.

May 5-6 — Elvström Zellerbach Regatta for budding Olympic singlehanders in Finns, Europes, Lasers, Laser Radials and IMCOs. StFYC, 563-6363.

May 5-6 — West Marine Fun Regatta at San Francisco YC. Kids between 8-17 years of age are invited to race in Optimis, El Toros, FJs, 420s, Lasers, Splashes, Bytes and 29ers. Quentin Pollock, 435-9525.

May 12 — OYRA/GGYC Farallones Race, the sociable way to round the rockpile. YRA, 771-9500.

May 12 — 30th Annual Flight of the Bulls, an El Toro event in Foster City. Louise Stevens, (650) 286-3380.

May 12 — Alameda InterClub #2. Oakland YC, (510) 522-6868.

May 12-13 — Laser NorCal Open at Santa Cruz YC. Info, (831) 425-0690.

May 19 — Spring One Design #2. SCYC, (831) 425-0690.

May 19-20 — Elite Keel Regatta. One design racing on the Circle for elitists owning Etchells, Melgi, IODs, Knarrrs and J/

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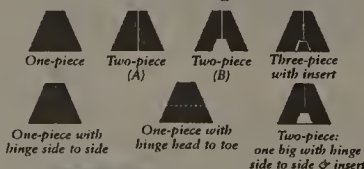
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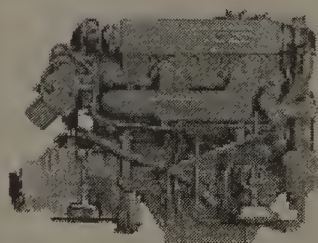


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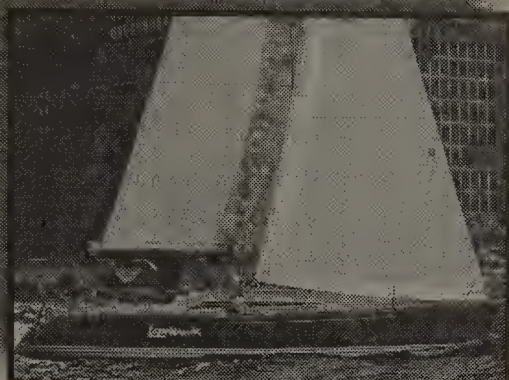
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CALENDAR

24s. SFYC, 789-5647.

May 19-20 — Moore 24 PCCs. In the beginning, there was *Grendel*. Then came *Summertime*. Eventually, off the same mold as its two 'parents', the Moore 24 was born in 1972 — and the rest is history! Read the *Latitude* version of the early Moore 24 days at www.moore24.org/moore/boatofmonth. Encinal YC; Tom Wondolleck, (510) 823-5175.

May 19-20 — First Annual Lathrop YC Dinghy Round-Up.

Two days of sailing and racing on a 28-acre lake about 10 miles south of Stockton. Camp by the lake on a working horse ranch, party on Saturday night in the barn. New club, new event. Don Quinly, (209) 858-1521.

May 20 — Spring SCORE/Doublehanded #2. SCYC, (831) 425-0690.

May 24, 1981 — It was Twenty Years Ago Today, from Shimon Van Collie's article titled *Master Mariners Regatta*:

A spectacular fleet of 122 schooners, yawls, ketches, sloops, cutters, pinkies, brigantines and who knows what else showed up off the Cityfront on May 24th to do battle in the annual Master



DAINE BEESTON/COURTESY SFYC

'Santana', racing as a sloop, in 1964.

Mariner's Regatta. The crafts ranged in size from the dainty 22-ft *Rejina* to the massive 67-ft *Shearwater*. The crews, in some cases numbering dozens, were decked out in everything from white boaters with blue blazers to jeans and T-shirts complete with Errol Flynn-type kerchiefs tied around thier heads.

The Bay even served up some classic weather for the occasion: a twilight zone of thick fog in the middle of the Bay driven by 20 to 30 knots of wind, with partial clearing on the perimeters. The foghorns on the Bridge boomed out their steady rhythm — *yyyooooonnnkkk, bbeeyyyooooonnnkkkkkkkkkk* — while the ghosts of past Master Mariners surely arose from the depths to have a look-see. They were treated to the sight of broken spars, split sails, and the looming apparitions of endless classic sailing vessels, slipping in and out of the mist like props in a Jack London sea adventure.

May 25 — Fourth Annual Spinnaker Cup (SF to Monterey), beginning off Knox Buoy at 5 p.m. A Thursday night pre-race party will be held at San Francisco YC, with Kame Richards speaking on "Downwind and Night Driving." Sponsored by SFYC and MPYC. YRA, 771-9500.

May 26 — Master Mariners Regatta, the highlight of the year for the vintage varnish crowd. Party after at Encinal YC. Ken Inouye, (650) 494-7271.

May 26-27 — Whiskeytown Regatta. Four races, full lake. WYC; Phil Walker, (530) 246-9465 or sailwhiskeytown@aol.com.

May 26-27 — Hospice Regatta for Express 37s, J/105s, Antrim 27s, Express 27s, Melgi, Moore 24s, J/24s, Knarrrs and possibly 11:Metres. "Your only chance to race on San Francisco Bay for the benefit of others." StFYC, 563-6363.

May 26-28 — 58th Annual Swiftsure Race, the biggest ocean race of the year up north. Royal Victoria YC; Robert Barrand, (250) 812-9124.

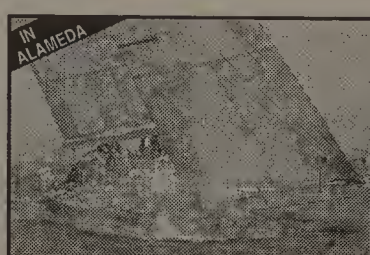
June 2 — Delta Ditch Run, the 'Inland TransPac'. This mel-low 67.5-mile run from the Brothers to Stockton Sailing Club is

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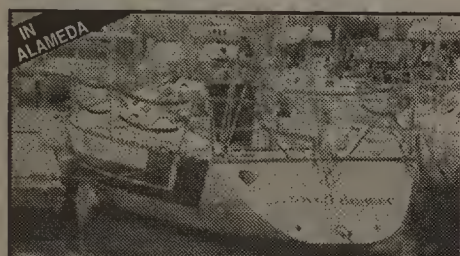
J/125, Javelin

J/Boat quality and outlandish speed. Ideal shorthanded racer. Extremely well equipped and maintained. \$250,000.
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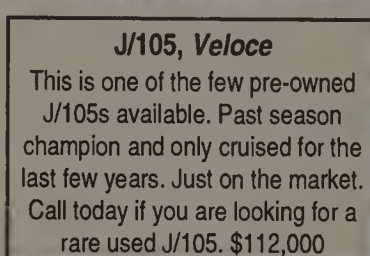
Swiftsure II

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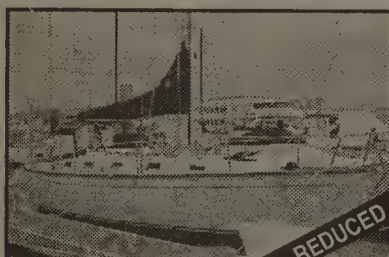
J/105, Veloce

This is one of the few pre-owned J/105s available. Past season champion and only cruised for the last few years. Just on the market. Call today if you are looking for a rare used J/105. \$112,000



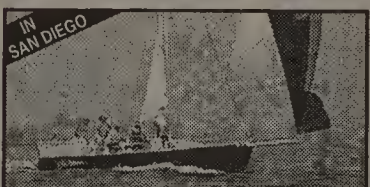
FRERS 41, '88, Pageant

This performance/cruising boat is very well maintained and sought after. Lots of electronics & sails, very clean.



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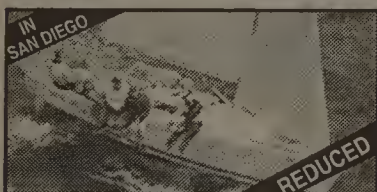


30' J/92 There are now two J/92s available! (Blue Moon (featured above) and Speedy Gonzales are now both on the market and ready for your inspection.



35' J/105, 2000, Clouseau

The comments are: This is a very clean example of the hottest selling one-design keelboat in the country! Beautiful dark blue hull, North sails, stereo. \$140,000.



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41' J/125, '99, Javelin	250,000
41' Frers, '88, Pageant*	119,000
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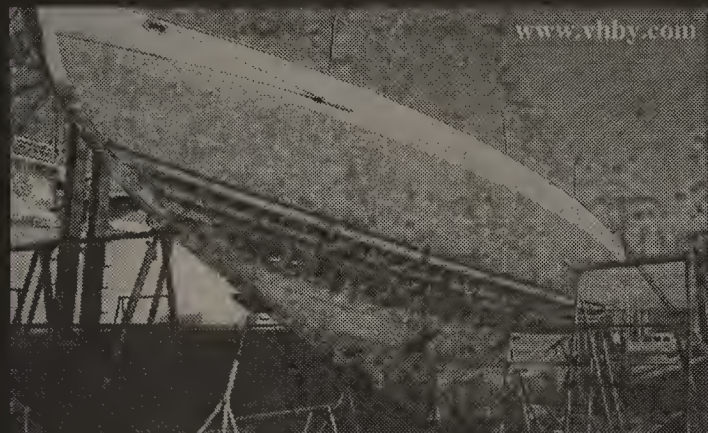


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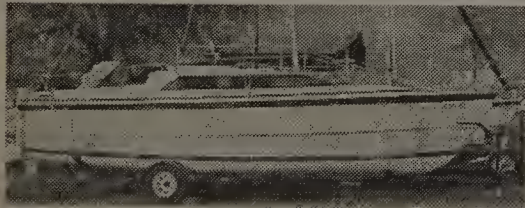
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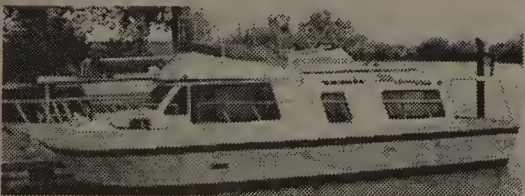
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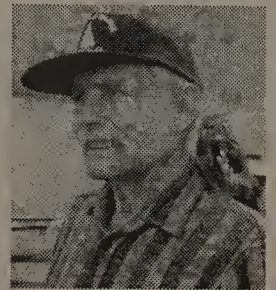
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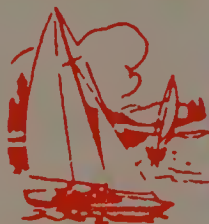
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CALENDAR

about as much fun as you can have on a sailboat in one day. Richmond YC, (510) 237-2821.

June 2 — Colin Archer Race, honoring the naval architect of the same name. Eligible boats must be double-ended, full keeled and heavy displacement. Encinal YC; Teri Moore, (510) 530-0460.

June 2-3 — Cal Race Week for PHRF and select one designs. Why are all SoCal weekend series called 'race weeks'? Cal YC, (310) 823-4567.

June 9 — Coastal Cup: 298 mostly downwind miles from San Francisco to Ventura (for the second time). All the big boats will be hoping to beat the course record of 32 hours, 59 minutes, 35 seconds, set in 1999 by Shep Kett's SC 50 Octavia. Encinal YC, (510) 522-3272.

June 9 — OYRA/HMBYC One Way to Half Moon Bay Regatta. YRA, 771-9500.

June 9-10 — Go For the Gold Regatta on Scott's Flat Lake (near Nevada City). Gold Country YC, (530) 273-6176.

June 9-10 — J/105 PCCs. San Francisco YC, 789-5647.

June 15-16 — Stockton-South Tower Race: 140 miles of 'pure joy'. StkSC, (209) 473-9851.

June 15-17 — Long Beach Race Week, now down to two races on Saturday and two on Sunday. LBYC, (562) 598-9401.

June 16 — SSS In the Bay Race, a 17-mile shorthanded race held, as the unimaginative name implies, in the Bay. Synthia Petroka, (408) 929-7217.

June 16-17 — SBRA Clear Lake Regatta. Gail Yando, (510) 232-6310.

June 22-24 — Woodies Invitational. Let the wood times roll! StFYC, 563-6363.

June 22-24 — North Sails Race Week in Long Beach. Last year, a record 170 boats sailed in this five-race, three-day event. Bruce Golison, (714) 379-4884.

June 25-July 4 — Staggered starts of the 41st TransPacific Yacht Race. See Race Notes and/or www.transpacificyc.org for more.

July 7 — Midnight Moonlight Marathon. New date! (rescheduled due to conflict with the Ditch Run). SFYC, 789-5647.

Summer Beer Can Races

BALLENA BAY YC — Friday Nights: 5/11, 5/25, 6/8, 6/22, 8/10, 8/24, 9/14, 9/28, etc. Nancy Lasky, (510) 523-7401.

BAY VIEW BOAT CLUB — Monday Night Madness: 5/14, 5/28, 6/11, 6/18. John Super, 243-0426.

BENICIA YC — Thursday Race Series: Every Thursday night through 9/20. Eric Mickelson, (707) 748-1235.

BERKELEY YC — Friday Night Races: Every Friday night through 9/28. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series: Every Friday night through 9/7. Ron Roberts, 459-1829.

COYOTE POINT YC — Wednesday Night Races: Through 10/24. Mike Finn, (408) 866-5495, ext. 202.

ENCINAL YC — Friday Night Twilight Spring Series: 5/11, 6/1, 6/15. Mark Brunelle, (510) 814-8620.

FOLKBOAT WEDNESDAY NIGHTS — Every Wednesday at GGYC, 5/9-6/27 and 8/1-9/26. Ed Welch, 851-3800.

GOLDEN GATE YC — Friday Nights: 5/18, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, etc. Jeff Zarwell, (408) 252-7671.

ISLAND YC — Friday Nights on the Estuary: 5/4, 5/18, 6/8, 7/27, 8/10, etc. Dan Laramie, (510) 583-9323.

OAKLAND YC — Sweet 16 Series. Every Wednesday night: 5/2-6/20 and 7/25-9/12. George Gurrola, (510) 843-9417.

PITTSBURG YC — Thursday Nights on the Delta through 9/27. Vern Huffer, (925) 432-0390.

RICHMOND YC — Wednesday Night Series: 5/9, 5/23, 6/6.

BALLENA ISLE MARINA

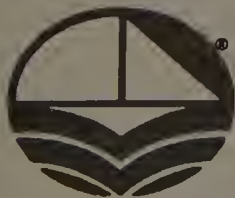
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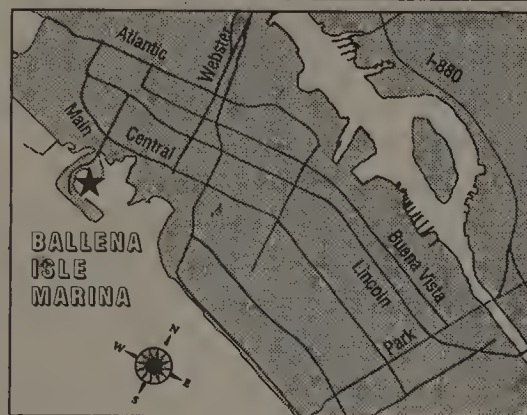
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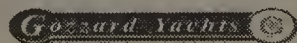
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CALENDAR

6/20, 7/4, 7/18, 8/1, 8/15, etc. Mike Moore, (510) 232-9105.

ST. FRANCIS YC — Friday Night Windsurfing. 5/11, 5/25, 6/8, 6/22, 7/6, 7/20, etc. John Craig, 563-6363.

SAN FRANCISCO YC — Family Dinghy Series. Every Wednesday night, June 20-Aug. 8. Quentin Pollock, (415) 435-9525.

SANTA CRUZ YC — Wednesday Nights: Every Wednesday during Daylight Savings Time. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Night Sunset Series, first half: 5/8, 5/22, 6/12, 6/26. Andy Egger, 332-1267.

SEQUOIA YC — Every Wednesday night from 5/2 through 8/29. Dan Lockwood, (650) 361-9472.

SO. BEACH YC — Friday Night Races: 5/4, 5/18, 6/1, 6/15, 6/29, 7/6, 7/20, 8/3,

etc. Randy Wells, (650) 991-2995.

TAHOE YC — Wednesday Night Beer Cans, first half: 5/30-7/11. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday Nights: 5/11, 6/1, 6/15, 6/29, 7/13, 7/27, 8/10, 8/24, 9/7. The Woodrums, 332-5970.

VALLEJO YC — Every Wednesday night through 9/26. Jack Vetter, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attr: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

May Weekend Currents

date/day	slack	max	slack	max
5/05Sat	0014	0312/4.5E	0651	0949/4.0F
	1249	1532/3.8E	1859	2154/3.8F
5/06Sun	0051	0353/4.9E	0736	1036/4.2F
	1343	1618/3.5E	1940	2232/3.7F
5/12Sat		0157/1.7F	0433	0804/3.9E
	1213	1520/2.8F	1855	2051/1.4E
5/13Sun	0024	0252/1.3F	0525	0857/3.4E
	1312	1623/2.5F	1954	2150/1.3E
5/19Sat		0221/3.4E	0612	0903/2.8F
	1200	1434/2.9E	1807	2102/3.0F
5/20Sun	0001	0258/4.0E	0650	0943/3.2F
	1250	1518/2.9E	1843	2135/3.1F
5/26Sat		0057/2.5F	0332	0713/5.2E
	1104	1411/3.8F	1752	1957/2.1E
	2254			
5/27Sun		0150/2.2F	0424	0805/4.8E
	1201	1509/3.6F	1850	2055/2.0E
5/28Mon	0008	0253/1.9F	0528	0903/4.4E
	1302	1611/3.5F	1947	2159/2.1E

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LETTERS

⇅CHEAPER THAN A DAY AT A THEME PARK

I have not been to Disneyland for many years, but I suspect that a day pass at that theme park would cost more than the 282 pesos the Port Captain charged me for my 30-day stay in Z-town. And Z-town is definitely more fun! The same goes for Barra de Navidad and Nuevo Vallarta, where I also had to pay 'the fee'.

I wish Terri Grossman, President of the Mexican Marina Owners' Association, much luck in her efforts to get rid of the current paper chase required when checking in and out of every port. But I think that cruisers get a lot of enjoyment for the money.

Don Marcy
Merinda, Cal 34

Marina Nuevo Vallarta / Olympia, WA

Don — We're confident that before long the entire fee structure and checking in and out process will be changed in Mexico. Right now it's a mess, because it's excessively expensive for active cruisers who follow the letter of the law, and because it's a massive waste of time and money for both cruisers and the Mexican government. The problem is that under current law recreational boats fall under the jurisdiction of the department of Communications and Transportation, and don't get much attention. We think the ideal solution is an annual or semi-annual cruiser permit, and the elimination of all checking in and checking out — except when entering and leaving the country. Thanks to the efforts of Grossman and those who politely and intelligently register complaints with the office of Tourism, we think this will be accomplished.

⇅THE EASTER BUNNY VISITS CLIPPER COVE

We decided to spend Easter weekend out on the Bay. After a beautiful sail from South San Francisco on Saturday morning, we dropped the hook in Clipper Cove. What started out as a windy evening, turned into a beautiful, calm night. We woke up Sunday refreshed and ready for another day of sailing before heading home.



After heating up the cabin to about 100 degrees so we could face getting out of our bunk, my captain went out on deck to check the weather. He was halfway out the hatch when he stopped and exclaimed, "No way!" I thought someone was doing something crazy, but then he came back

down the companionway with an Easter basket in his hands. That's right, the Easter Bunny visited us at Clipper Cove! We took the accompanying photo immediately so we could send it to you before the goodies started disappearing — which was pretty fast.

We suspect that the Easter Bunny visiting us may have had some help, as there was a boat nearby flying the Easter Bunny Flag. Whoever was involved, we want to say a big 'Thank you!'

Tracy and Daryl Parsons
Willard 30
South San Francisco

⇅IN MEMORY OF A FRIEND AND WORLD CHAMPION

Giorgio Zuccoli of Italy, the current Melges 24 World Champion, passed away last month after a long battle with cancer.

4

Cruising Checklist

BALL BEARING TRAVELER SYSTEMS

Our top cruising hardware ideas add performance, increase safety and take the bumps out of the road: Battcars, electric winches, ball bearing travelers and a good furling and reefing system will make the difference.

Ball Bearing Travelers

"Want to make your cruising experience easier and safer? Just add a Harken ball bearing traveler to your boat. The difference in performance will be night and day," says tech guru Jim Bourne.

"No one likes to bring a boat head to wind, crawl around the cockpit, rearrange pinstops, and trip over the live-aboard cat to adjust a traveler. Our systems eliminate these frustrations. When the wind is light and shifty, you can change the sail's angle of attack by moving the car to maintain adequate power. When the wind howls, safely de-power by easing the car to reduce heel and make better time over the bottom."

"Harken cars are modular with a choice of 2:1, 3:1, 4:1, 5:1 or 6:1 traveler controls to add purchase to the equation. This makes it feasible for a lighter crew to play a highly loaded main and often eliminates the need for a winch to haul the sail to weather. Our traveler systems can be tailored for endboom and midboom configurations, mounted on bridge decks, or used with track risers and high profile track to get the traveler out of the cockpit."

Pacific Seacraft 40,
Brownie Lewis Photo



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TECH TIP #4

CONTROL LINES: One of the greatest strengths of our travelers is the ability to route the control lines aft. For example, consider the ease of adjusting your midboom, cabin top traveler from the safety of the helm. When the main gets overpowered, you simply ease the traveler to spill the excess wind.



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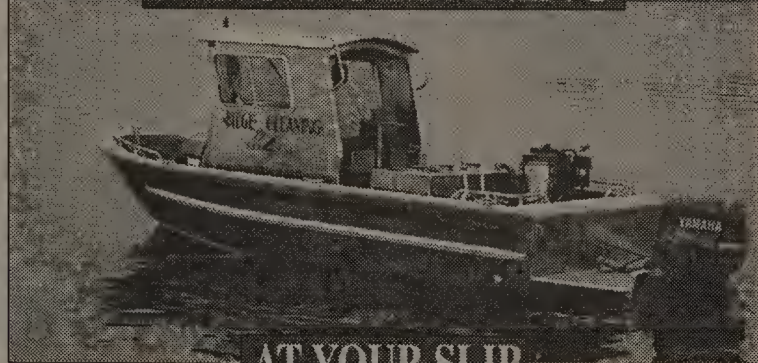
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LETTERS

He was diagnosed in the winter of 1995 and missed the Tornado Worlds in Australia the following January. Nonetheless, the numerous operations that followed didn't slow him down at all.

Giorgio was a sailor who loved fast boats. He won the Tornado Worlds, was the Italian Tornado representative at the Barcelona Olympics, and loved sailing his Melges and his A-Cat. He was also a really good sailmaker. All but one of the Tornados at the last Olympics in Sydney had at least one sail built by his Northern Italy loft.

Giorgio had a great outlook on life, which is why everyone enjoyed being around him. I saw him in the parking lot at Alamitos Bay YC after the '99 Melges 24 Worlds, and said that it was too bad he'd taken second in the very close regatta for the second year in a row. He disagreed, saying that Vince Brun and crew had sailed better and therefore deserved to win. He said he was happy with his own crew and his boatspeed, and then turned the topic of conversation to the 2000 Worlds to be held in France. He told me what he and his crew would change and work on for the next Worlds. The next year he and the same crew he had sailed with for five years won in La Rochelle. There was a huge cheer that went up when he was awarded the trophy.

Last December I went to a party celebrating their world championship. Even though Giorgio was weak after yet another operation, he enthusiastically talked about his new A-Cat and sailing in the spring.

Everyone who knew Giorgio Zuccoli will miss him.

Jay Glaser
Long Beach

ENGINE LOVE

Can you guys help a mariner in distress? I have a perfectly good Ford Industrial 170 series diesel, but the OSCO intake/exhaust manifold is shot.

This wonderful piece of American engineering has never missed a beat, not even when I inadvertently ended up in the Potato Patch one nasty night, where for a lifetime of about 30 frightening minutes each end of my boat was either pointed at the sky or the depths of the sea. Or the gale in which we took a knockdown, while the engine buzzed along even though it was basically on its side. Or how it got us home from the Double-handed Farallones Race when we lost both sails. Or the classic: We were tied to one of the buoys that used to be at the south-east side of Angel Island when a storm blew in. I was concerned, so I stood watch. About 0300, I realized that the buoy we were supposedly attached to was floating away. Our line had obviously frayed, and we were being blown onto the shore. I turned the engine on and yelled at my friend to get up and help me. She got up and sleepily went to turn on the running lights — but inadvertently turned off the engine. I screamed at her and lunged for the switch, at which time she realized what she had done, and immediately turned the engine on again. In my panic, I didn't realize she'd turned it on, so I hit the switch and turned it off again. We eventually got our act together, and finally got the engine going. We have no idea how close we came to the shore as it was so dark, but despite the general mayhem and noise — we'd also gone to bed without washing the dinner stuff — we could still hear the waves crashing on the shore. Through all this, the engine did exactly what it was asked to do, never missing an 'On' or 'Off'.

These and other situations that I'm too embarrassed to mention leave a lump in my throat, as I realize that engine has saved my life more than once. And that if I can't get a manifold transplant for it, it will die. Writing this plea, I realize that life, my government, friends, even my own stupidity, have at times

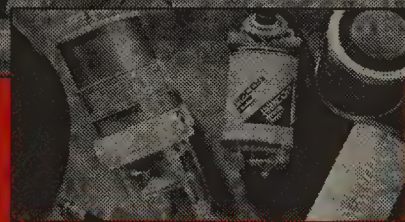
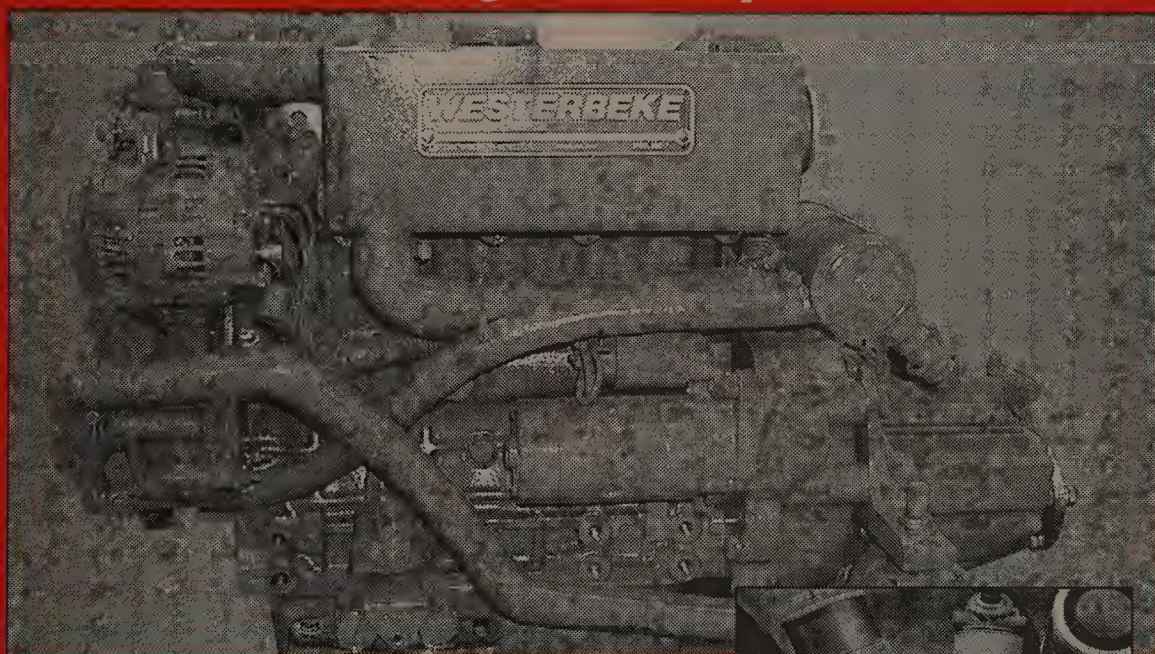
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LETTERS

tried to get me killed. My engine is the only thing that has consistently looked after me. I'm also putting an advertisement in your *Classy Classifieds* in the hope that someone somewhere has an OSCO manifold.

P.S. Did you know that if you have a torn sail stitched, there is no tax? But if you have a piece of cloth added to replace some that blew away, you do owe tax?

Derek Elliott

Octavia

Emeryville City Marina

↑↓RUNNING A TOURIST BOAT IN MEXICO

I'm interested in buying a boat in Mexico and using it to take tourists out on cruises. I've heard all sorts of different stories on Mexican laws regarding this scenario. Any help would be greatly appreciated.

Bruce Rutherford

Penticton, British Columbia, Canada

Bruce — The good news is that it can legally be done. The bad news is that it can take a lot of time and money to legally establish such a business. Even then, Mexico is not what we would consider to be the most favorable business environment for gringos. For one thing, there can be no end to the fees and red tape. Secondly, the Mexicans do a pretty good job of this already, and at a very low overhead. Bottom line? You can make a lot more money faster and easier taking tourists sailing in British Columbia. But then it rains up there, doesn't it?

↑↓LIVEABOARDS

Last year Jennifer Belcher, the Public Lands Commissioner for the state of Washington, ordered the eviction of all liveaboard boaters from marinas on state waters. She claimed that people living aboard boats were, "Like living permanently out of a Winnebago at a campsite." Folks in some 270 marinas were affected.

Washington state liveaboards reacted by forming the Puget Sound Liveaboard Association. Then they began writing, lobbying and hiring lawyers to file suits on their behalf. While they didn't manage to change Commissioner Belcher's mind, they did find a lot of friends in the state's political system. Some 31 state legislators and Doug Sutherland, Belcher's replacement, immediately moved to reverse her policy regarding liveaboards. Sutherland's nearest rival in the election held similar views on the subject. I can't help but think that the PSLBA wasn't to some extent responsible for these decisions.

I'm writing to determine the interest, if any, in an organization that would address the concerns of the liveaboard community in Northern California. I think the community is larger than most people would guess, but poorly represented. Until now our only advocates have been friendly harbormasters and marina owners, who, unfortunately, are greatly influenced by the cities, state and agencies such as the BCDC.

Curiously enough, when reading their webpage, the BCDC seems to encourage municipalities to build marinas where possible. They also say they are not against the idea of liveaboards per se — although they restrict the percentage of liveaboards to 10% of the total slips. I presume this number was determined by considering the amount of parking, restrooms, pump-out stations, and factoring in things like the amount of gray water that might be created and how the tidal action would handle it. But I think that things like the waste water situation has changed in recent years because of outfits such as M.T. Head and others.

I think restrictions on the number of liveaboards should now be left up to individual marinas, as determined by things like

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For more information call the marina at (925) 779-6957, email marina@ci.antioch.ca.us or Channel 16 VHF

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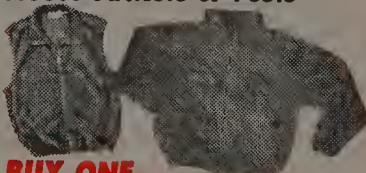
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LETTERS

parking spaces, dumpster capacity and so forth. Most already meter electricity and charge for use of laundry facilities. I'm aware that marinas like Marina Bay Harbor, San Leandro Marina and South Beach Harbor don't allow liveaboards at all. This seems odd, considering that extra liveboard fees could address most of their concerns and increase profits — which assume is the reason they're in business.

The recent evictions of boats at Peninsula Marina and the extreme difficulty these boatowners are experiencing in finding new slips — let alone liveboard slips — highlight the need for a united voice for the liveboard community. A friend informed me that he remembers a Redwood City Liveboard Coalition, as well as a similar group in Sausalito, that were formed to fight the BCDC's attempt in the '80s to eliminate all liveaboards. I wonder if any remnant of these groups still exist?

Obviously land owners should be able to develop their property the way they see fit, zoning permitting. However, if the evicted slip renters had been apartment renters instead, the affected individuals might have had more legal avenues open to them.

I understand it's been the tradition of the liveboard community to keep a low profile and hope to escape notice. But considering the value of our boats, the continual evolution of laws and policies concerning the use of waterways, and the impact these decisions have on people who may not be able to afford a land-based residence in addition to a boat, I think we need to start speaking up for ourselves. If living aboard was no longer allowed, the resale value of boats over 30 feet would drop significantly. Besides, it's not really fair to ask harbor masters to fight for us if we're not going to fight for ourselves.

I would be very interested in reading other opinions on this subject. I'm not sure how such an organization should be formed or operated, but I think we might be running out of time.

Peter Thelin
Bullfrog, Catfisher 28
California

Peter — Before we get too deep into this, we think a distinction needs to be made between three different uses of boats. It's obviously not this clear cut, but go along with it for the sake of argument. Type #1, used for recreation only; Type #2, used frequently as a boat for recreation, but coincidentally also used as a residence; and Type #3, used almost exclusively as a residence.

We think there are many people in the boating community — meaning marina owners, harbor masters, mariners, and we at Latitude — who would agree that perhaps there should be a hierarchy of berth use. We'd argue that up to some percentage of slips, say 10%, the highest priority ought to be given to Type #2 — mostly as a boat, but also as a residence — use. That Type #1 use — for recreation only — would be second. And that only in the absence of any demand for Type #1 and Type #2 use, should Type #3 use — residential only — be given any consideration.

The reason is simple. Marina slips and boats should overwhelmingly be for recreation and access to the Bay, not for low-cost housing. And it's no secret that there's already a problem with mariners who want to be able to use their boats as boats not being able to find slips because of all the people using boats exclusively as housing. The point we're trying to make is that it's going to be much harder than you think to get widespread support for liveaboards — even in the sailing community.

Besides, contrary to your assertion, money is not everything to marina owners. We know of several marina owners and harbor masters who specifically don't want liveaboards because they love boating and boaters more than they do a few extra

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LETTERS

bucks. They want to run marinas, not floating apartment complexes. Interestingly enough, it's in these marinas that sneak-aboards who very actively use their boats as boats very frequently get their living aboard winked at.

(Just five minutes after we wrote the above, we bumped into the owner of one of the biggest marinas in the Bay Area — and probably the one with the most desirable location. He told us he had 10% legal liveaboards — but was going to "get rid of them" through attrition. Why? "It's a pain in the ass having them, nothing but extra work and trouble. But most of all it's the pollution. The liveaboards in some of the big old wood powerboats pump their sewage over the side — I caught one in the act last month. I can't have that.")

You say the BCDC seems to support liveaboards? Maybe on paper, and maybe an iota more than it used to because of the spectacular housing crisis. But over the years we talked to marina owners who thought about becoming legal, but decided the BCDC's demands would make it too expensive and their micromanagement make it not worth the trouble.

By the way, the BCDC's figure of 10% has nothing to do with parking, showers or anything like that. When the agency was formulating a Bay plan, the staff was opposed to the concept of living aboard — and philosophically probably still is — but they weren't as powerful back then and needed to compromise to get the plan approved. They justified the 10% figure of liveaboards with the ruse that it was in the interest of 'public safety'. Right. If a marina wants to get a BCDC permit for legal liveaboards, they have to meet specific requirements for things such as the number of parking spaces, dumpsters and things like that. Which, if the numbers are reasonable, only makes sense.

Here's how we see it: Right now there's more — way more — than 10% liveaboards in almost all marinas, no matter if they have permits from the BCDC or not. And everybody knows it. But the housing crisis is so severe that everyone is willing to look the other way — as long as some liveaboards rights group doesn't shove it right in the BCDC's face. So if you're one of the many sneakaboards or want to be a sneakaboard, we'll give you the same advice we've been giving out for years: 1) Live on a sailboat. Folks who buy inexpensive old wood powerboats might as well post a big sign that reads: "I'm Living Aboard!" 2) Do everything you can to appear not to live aboard. No dogs, no kids, no big BBQs, no crap on the dock, and no hogging the best parking spaces. 3) Join a health club so you can do most of your showering and crapping elsewhere. 4) Use your boat as a boat as frequently as possible, because it makes it less obvious that you're living aboard — besides, most harbor masters like people who enjoy their boats as boats. Or else they'd be managing apartment houses.

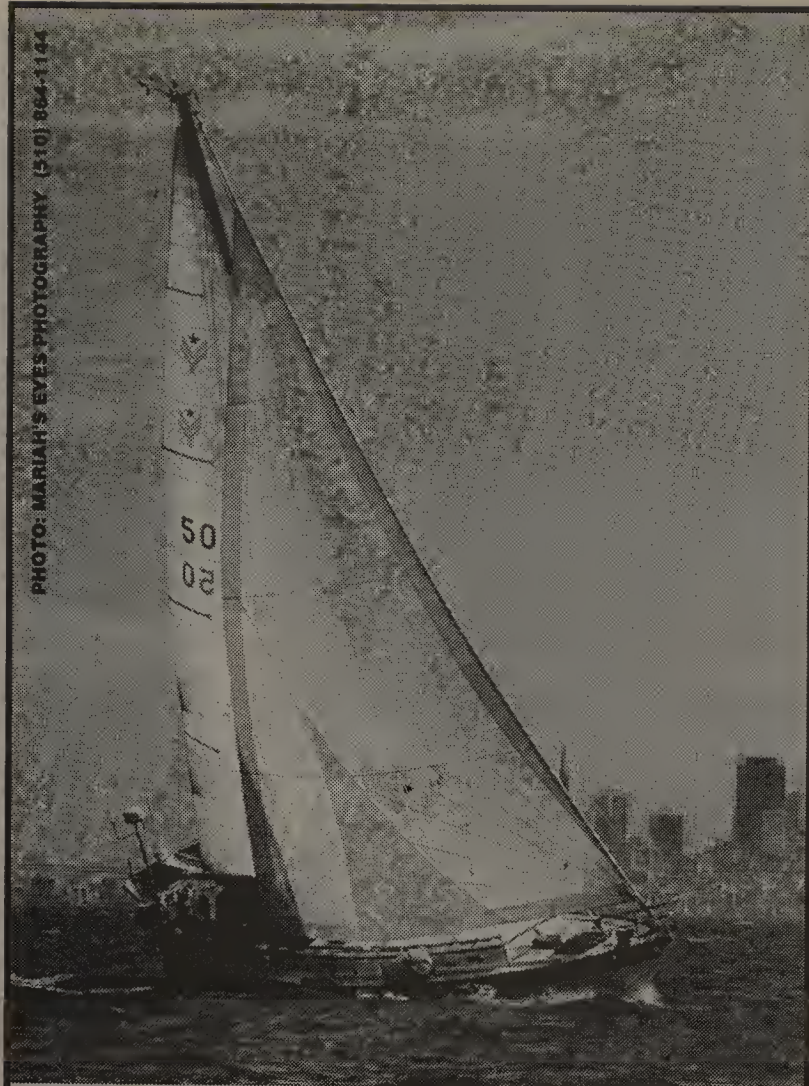
Oh yeah, the difference between Washington and San Francisco Bay? San Francisco Bay doesn't have 270 marinas or all the waterfront. San Francisco Bay has fewer boat berths than California has energy.

↑↓THE PEOPLE WE MET

We saw our names in the April issue article about West Coast sailors who have circumnavigated. In response to your request for corrections and additions, my name was spelled incorrectly — nothing unusual — as it should be Mark and Laraine Salmon. We did the trip from 1988 to '92.

We have since neglected *Arietta* quite a bit, but this January we began an extensive upgrade and refurbishing project. We have arranged for a slip in the new Ko Olina Marina in Oahu, and will keep the boat there for vacations. Hopefully lots of them. We plan to sail there in May. We feel very good about having a new life planned for *Arietta*, since it was so sad to see the old girl being so badly neglected.

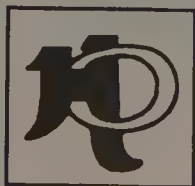
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Art and Nancy White have returned to the Bay Area after a number of great years cruising Mexico. The genoa was their workhorse all-weather reefable sail. Both it and the main are still going strong and could leave tomorrow for anywhere.

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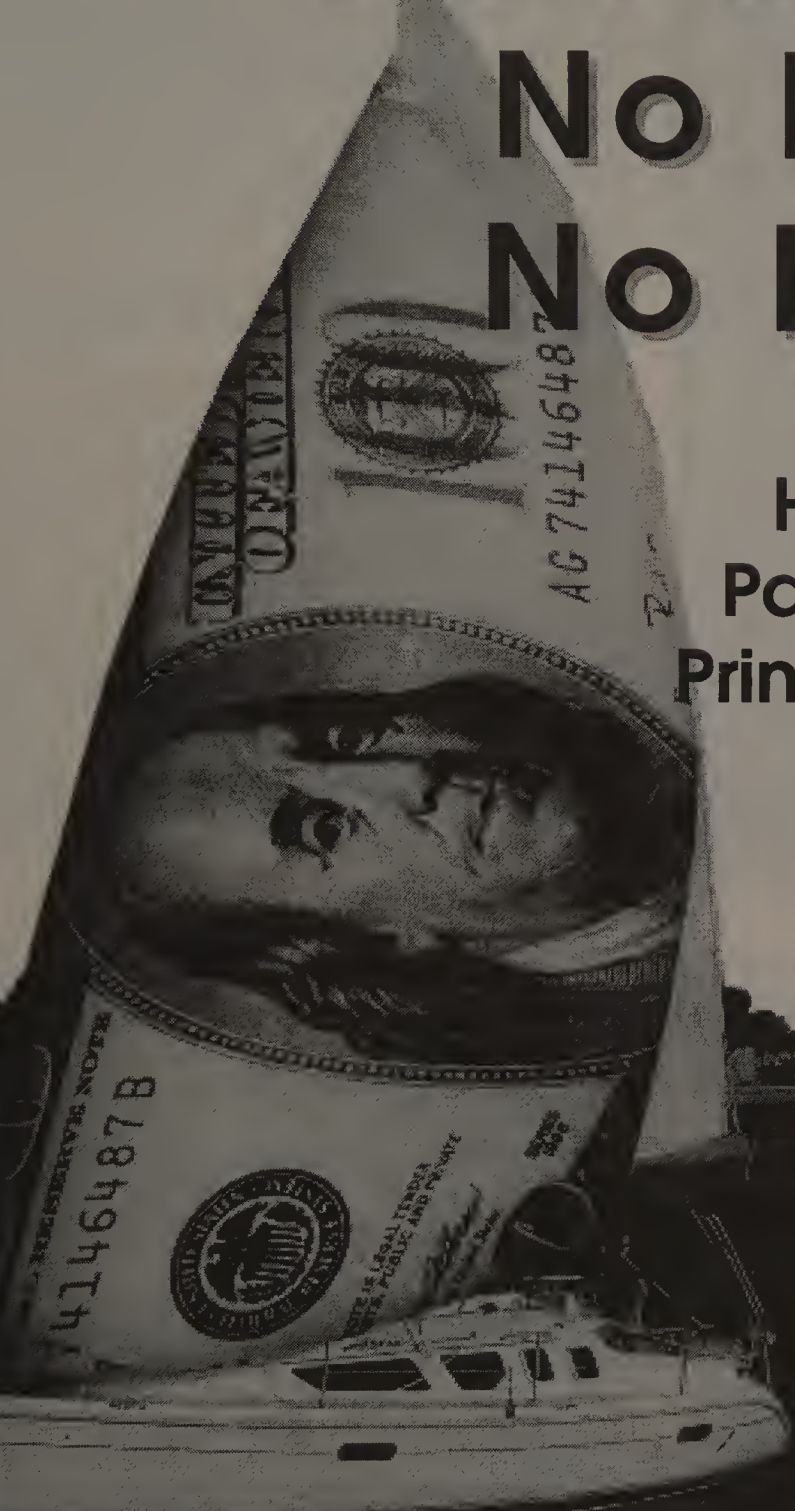
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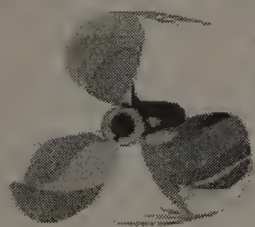
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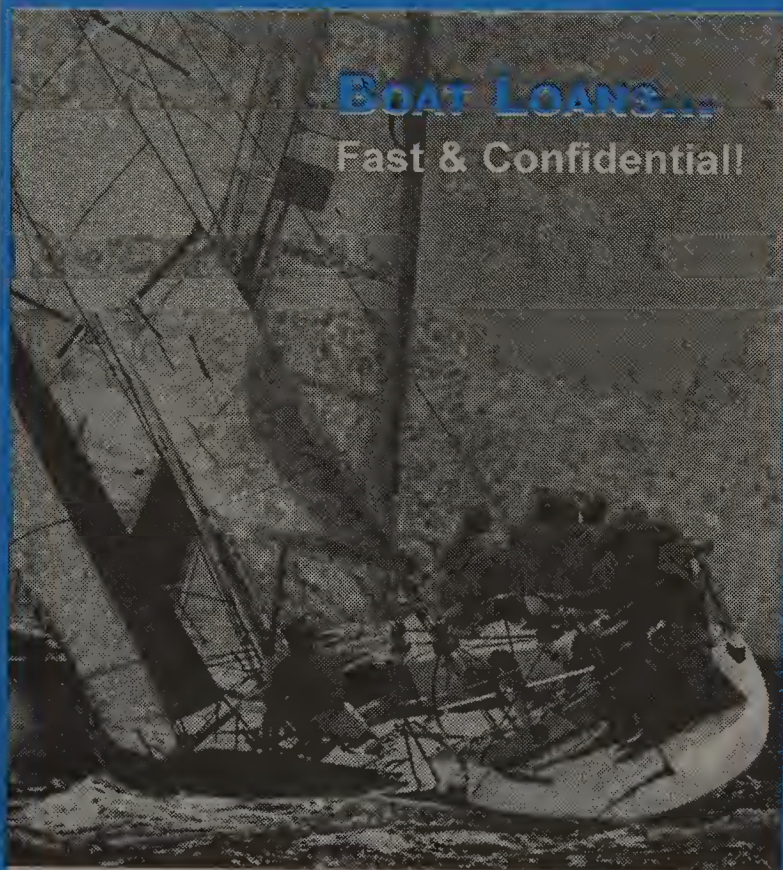
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LETTERS

Meanwhile, back in '94 I bought the Merit 25 *Bewitched*, which I have been racing in the Bay in the winter, and with my husband in the Wednesday and Friday night summer series in the Estuary. My husband has been crewing on *Ixxis* for the past few years. I was also in the Pacific Cup race last July — unfortunately on one of the boats that turned back due to the lack of wind and tight schedules.

I recognized the names of a lot of friends from the circumnavigator's list. In fact, the wonderful people we met were the best part of the trip.

Laraine Salmon
Arietta, Standfast 36, and *Bewitched*, Merit 25
Marina Village, Alameda

THE CHAPMAN CIRCUMNAVIGATION

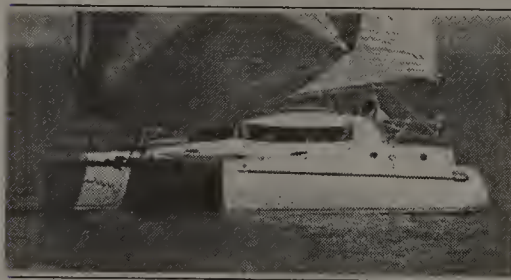
Per your April issue request on folks who have circumnavigated, here's our information. Bill and Diana Chapman, Stockton, *Bones VIII*, Swan 47, '92-99. Our trip around was 30,000 miles and included stops at 34 countries. We followed the "two canal" track rather than sailing around Cape Horn and the Cape of Good Hope. We didn't set any speed records, but we had a ball and enjoyed staying over in countries that appealed to us. The Cruising Club of America awarded us their Circumnavigation Award & Pennant in January of 2000 — at the New York YC, no less. A visit to the club was worth the effort. We're spending the next year or so refitting the boat. After that, God willing, we're heading out again.

Bill and Diana Chapman
Bones VIII, Swan 47
Stockton

CATNIP CUP

Last June you hosted a Catnip Cup from the Golden Gate Bridge to Vallejo and back the next day. Any plans for another one? My Gemini 105 just arrived, and I'd love the chance to sail with the other cats.

Rich Kerbavaz
Northern California



Rich — We've been too busy to think about it, but if enough folks want to do it, we'll do it again. So if anyone has a cruising multi-hull and would like to

participate, email us at richard@latitude38.com.

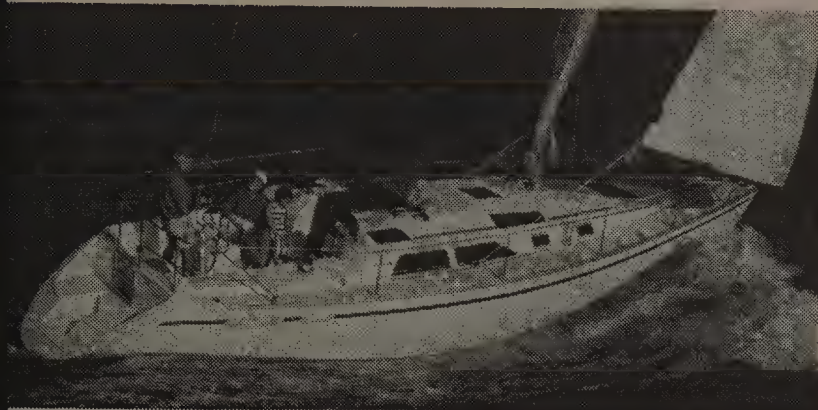
WHERE THERE'S NO SMOKE, THERE'S FIRE

The following is the gist of an email that I sent to West Marine regarding their policy of not hiring people who smoke. I recently learned of this when I applied for a job there.

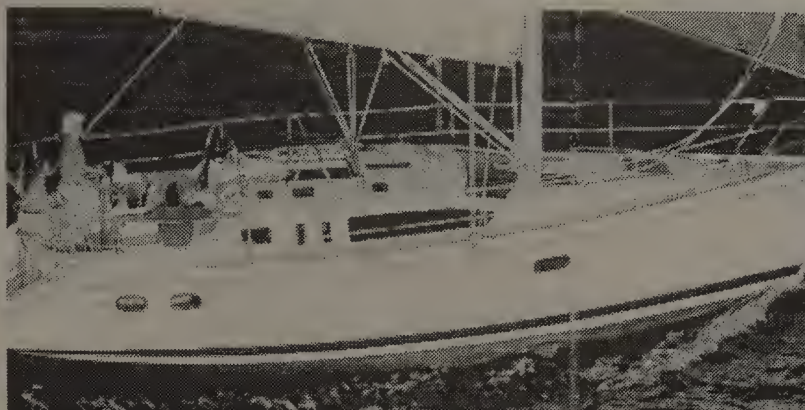
"Why do you discriminate against people who smoke? I have been a long time customer, and recently asked for an application for work at my local West Marine store. I was taken aback when I saw the question, 'Are you a smoker?' Is it legal for you to eliminate me from consideration for employment because of something I do on my own time? I didn't answer the question, but when I returned the application, the manager asked me about it and I responded truthfully. I usually smoke two to three cigarettes at night outside my house, and thus consider myself a smoker. I do my best not to smell like smoke and I understand how much a turnoff it is to customers.

I think their question should be changed to: 'This is a non-smoking company. We do not allow our employees to smoke while at work. Do you have a problem following this policy?'

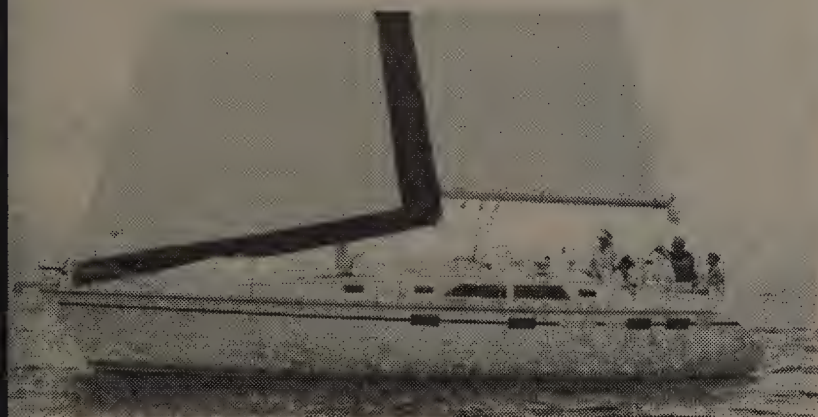
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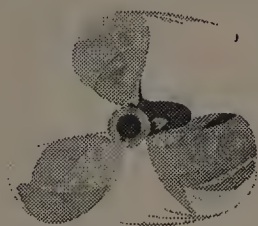
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LETTERS

I have been sailing for many years. I have just finished the major rebuilding of my 30-ft sailboat, with all the supplies from West Marine. I spent three years working in the pest control industry, where I learned everything there is to know about customer service. Basically, I sprayed toxic chemicals in and around peoples' houses and got them to pay me for it. I would have enjoyed the chance to work for a company that is known and respected nationwide. It is unfortunate that I am prejudged on a habit that had no effect on my abilities."

I have been a customer of West Marine since before I bought my first boat, but after learning of their discriminatory practices I will no longer shop there. I know that I'm just one person and I have already spent thousands of dollars on West Marine products, but would I have done that if I had known that the establishment that would take my money wouldn't take me? Would you? West Marine claims they have a right to be a non-smoking company, and maybe they do. But is it right that they refuse to hire me because of something that I do at home, is perfectly legal, and has no effect on my ability to do my job?

Paul Glunt
Northern California

Paul — We put the question to Michelle Farabaugh, Senior Vice President of Marketing at West Marine. She confirmed that West Marine is a non-smoking company, but always complies with the applicable state laws. This means that in California, which doesn't protect smokers' rights, they do not hire smokers. But in the states that do protect smokers' rights, they do hire smokers. Offhand, she didn't know how long this policy had been in effect, but believed it was about ten years.

Even though nobody has smoked at Latitude for ages, we have to confess that we're stunned. Sure, we can see the reasoning behind not wanting employees to smoke during working hours, and the benefit to the company in reduced health costs if the employees don't smoke. Nonetheless, the concept strikes us as a major assault on an individual's freedom. After all, if the state will allow a company to deny a person employment because of a perfectly legal activity outside of work, where does it stop? Can a company refuse employment to gay men because their behavior makes them statistically more likely to acquire AIDS? Or those who like wine with dinner, because of an increased chance of alcoholism? Or coffee drinkers, because of assorted health risks? Indeed, is there any legal behavior that a company can prohibit their employees from engaging in?

↑↓REASON FOR CONCERN

We haven't seen this subject discussed in *Latitude* or any other cruising publication, but maybe you or your readers can offer some insight. When we get our bottom painted we always paint the thru-hulls. But bottom paint — especially the kind used in Mexico — is very toxic, and one of our thru-hulls is for the watermaker. We don't want to sound paranoid, but is this reason for concern?

Brent and Susan Lowe
Akauahelo
Zihuatanejo, Mexico

Brent & Susan — That's an excellent question we don't know the answer to. Maybe one of our readers could help. Personally speaking, we think it's just another good reason to only drink bottled water.

↑↓NIGHTVISION SCOPE

Jerry Swalling of *Sheet Music* raised a valid question about taking his nightvision scope over the border to Mexico. First off, the 'Export Restriction Notice' packaged with one popular brand

Come Cruise With Us!

For the umpteenth thousandth time you drive across a bridge on a sunny day, gaze at the boats on the water and promise yourself this is the year you're going to get out on the water! But how? Rushing out to buy a boat seems a bit impetuous when you don't even know if you're going to like it. Lessons might be a good first step, but then what? A good club can get you off on the right foot. We humbly suggest you check out Club Nautique for the following reasons:

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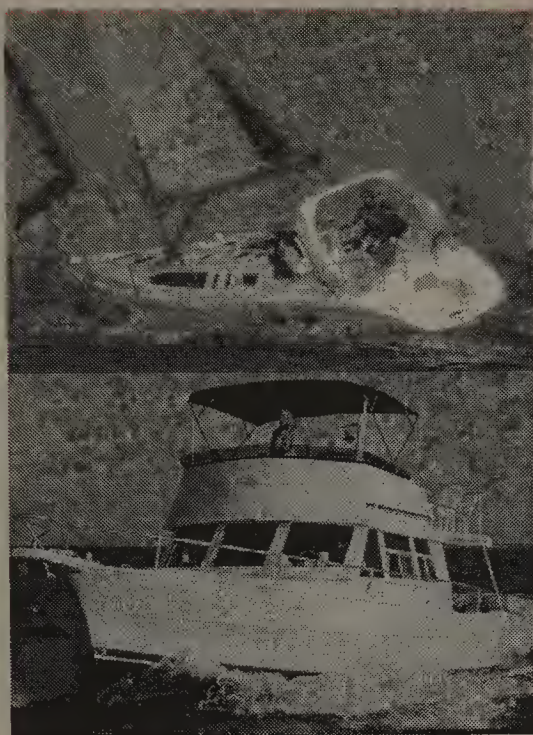
We offer instruction through the Bareboat Charter Certificate level on our fleet of Mainship Trawlers so you'll be ready not only for San Francisco Bay or a crossing to Catalina, but for a vacation charter to the San Juans or the Caribbean.

Guaranteed Instruction

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If you've visited boating clubs with fleets that look like "Rent-a-Wreck" of the waterfront, you haven't visited Club Nautique. We have more, newer, better maintained and better equipped boats than anyone and as a member, you save a full 35% on your charters.



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We cover San Francisco Bay with locations in Alameda, Sausalito and San Mateo, and now, with our new base in Marina del Rey, we're just 10 minutes from LAX and a half day's sail from Catalina. At last — nice, new boats in L.A.!

Weather

No, we can't actually control the weather, but at least we've located our clubs where the weather is better. It's nice to enjoy sunshine rather than fog and it's nice not to get blasted by the wind the moment you poke your nose out of the marina. Visit us and decide for yourself.

2 Memberships For The Price Of 1

If you want to cruise, race or socialize, we're the only boating club that does it all. As a

member of Club Nautique, you are also a member of a yacht club. So when you're harbor hopping, you'll be able to visit other yacht clubs and enjoy their hospitality — guest dock, restaurant, bar, etc. It's a great way to cruise!

Yacht Purchase Account

We are the only club with its own yacht brokerage office and dealership, so if one day you decide it's time to stop chartering and start owning, every dime you've paid in dues may be applied to your new boat.*

Corporate Events

We offer regattas and team building programs for companies and groups looking to improve productivity and morale in the workplace. A fun alternative to boring indoor fare, our programs are surprisingly affordable. Call for a free, no obligation proposal for your group or company.

Vacation Charter Discounts

Our in-house charter brokers are dedicated to serving your yachting vacation needs from Tahiti to Turkey. We're linked with The Moorings, Stardust, Catamaran Charters and other leading fleets, so not only do you get up-to-date information with just one call, you get a membership discount.

FREE Refresher Training

If you select an "Unlimited" membership, you may repeat a class* or take review classes at no charge whenever you feel rusty. It's like having a free club pro at your disposal!

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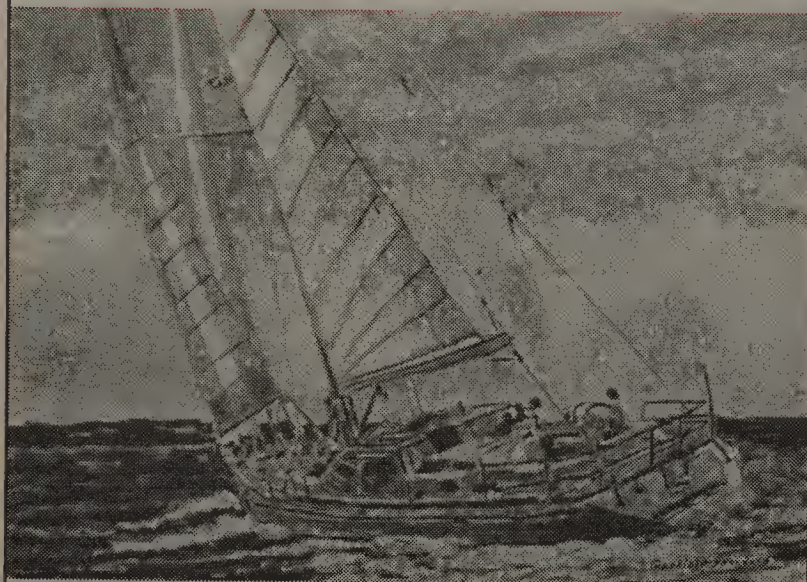
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LETTERS

of scope states that "export of this product without a licence is illegal." If a U.S. flag vessel carries the scope into foreign waters for its own navigational purposes, is that considered 'exportation'? Do the U.S. armed forces leave their nightvision behind before heading off of U.S. soil? I should think not.

I have personally seen IT&T scopes for sale in New Zealand, and other scopes reportedly utilizing U.S. technology for sale here in Australia. Are the Kiwis and Aussies subject to U.S. law if they carry the scopes into foreign waters?

Perhaps someone from the U.S. State Department would like to clarify this.

George Backhus
Moonshadow, Deerfoot 62
Sydney, Australia

George — Some of the new Cadillacs are equipped with 'night visibn' windshields. Is it illegal to drive them across the border?

↑↓FORWARDING MESSAGES OR ADDRESSES

Could you please forward Ernie and Emily Mendez's email address or snail mail address? My father sold them the Cal 46-III *Quiet Times* that they used for their circumnavigation. In fact, it was my father Don Lewis who gave the boat her name — even though he was anything but quiet!

Back to this request. Upon their return to the States, they gave my dad the 'trawler lamp' that had been on the boat when they bought her, along with a beach towel I'd left on the boat. Anyway, I wanted to thank them for the gift and the returned towel.

I currently own a Catalina 36, *Sweet Lorraine*, and am happily living aboard at Ventura West Marina. If I can get my act together, we plan on cruising her to Mexico and beyond in a couple of years.

One more thing. If Mike Hayes of *Soluna* reads this, please shoot me a note. I haven't heard from you in years, but am wishing you well, my friend. I can be reached at djlsail@aol.com or david@donlewis.com.

David Lewis
Ventura

David — We don't have the authority — or the time — to provide addresses or forward mail. But you left your address, so perhaps they'll contact you.

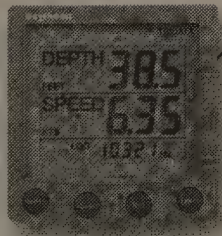
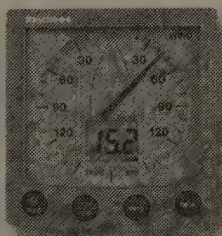
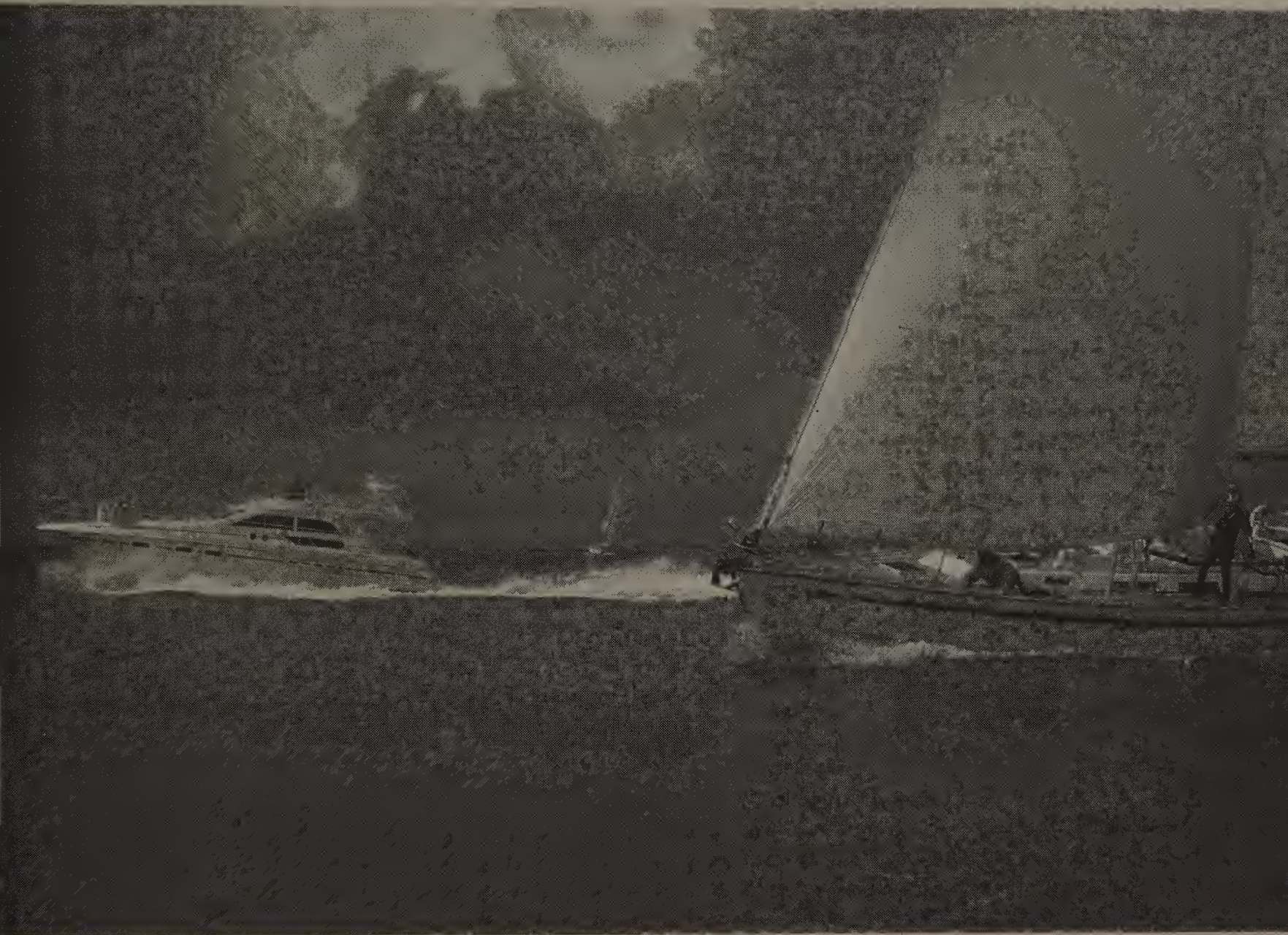
↑↓VENTURA EXPERIENCE

In the January issue of *Latitude*, Bill Chase, General Manager of Ventura West Marina, offered to supply ten business cards — via *Latitude* — that would be good for three nights' free stay at the marina. I contacted you folks and received one of the cards. Then in March, I was able to stay at Ventura West during our transit from Ensenada to San Francisco.

As we closed on Ventura from Catalina, we contacted the harbor master's office about the availability of a guest berth. I explained that I'd gotten one of the business cards that entitled me to the free stay — but had misplaced it. The person taking my call said she didn't think that was a problem, but said that Chase was out at the time. I said an open slip was the most important thing at the moment, and we could deal with payment when we arrived. She gave me a slip number and directions, and said I should hail one of their tenants who monitored Channel 16 and would help us dock.

When we arrived at the slip, Bill Chase was there to help us tie up and more. He gave us a key to the dock, and directions to the restrooms, showers, laundry, lounge and office. When we asked about a restaurant, he said we would receive a 15% discount for showing our dock key at the restaurant at the adjoin-

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ing hotel. We thanked him for his assistance, and went back on board to gather some fresh clothes and head for the showers. I have to say Ventura West Marina beats any marina or yacht club we visited along the coast for the number of heads, showers, sinks and so forth. There was nothing wrong with the laundry either, as it had more washers and dryers than the one we use back home.

Ventura West's lounge is located on the second floor, and Bill was there locking up the office for the day. He asked if we'd found a place to plug our laptop into a phone, and I told him that we hadn't yet had the chance. So he unlocked the door, and fired up the lights and computer so I could download the NOAA forecast. I really appreciated this as the next leg of our trip was around Point Conception to Morro Bay. After saying good night, we went over to the lounge, which includes a number of couches around a television set, exercise equipment, jigsaw puzzles, and a library for swapping both paperback and hardbound books.

I want to thank Bill Chase and his staff at Ventura West Marina for a very pleasant stay. If anyone has a problem with this marina or the management, they should look in the mirror to see the real problem.

By the way, even though I lost the business card that entitled me to a free three-night stay, they honored it anyway!

Bill Martinelli
Voyager, Catalina 470
San Mateo

↑↓RIGGING, EPIRBs AND WHINING

To answer Gary Turner's April question about the advisability of getting rigging replaced in Mexico, there is an excellent rigger in La Paz. Jeff and Alba of Dawn Rigging — *alba* is Spanish for dawn — helped me re-rig my boat last year while I was docked in Marina de La Paz. I can highly recommend their work. Since my rig is an Isomat, I brought all of the special end fittings, turnbuckles and so forth down with me from the U.S. last fall.

Jeff and I had considerable discussions about whether to use 302 or 316 stainless wire. Most riggers I talked to in the States recommended the more corrosion resistant — and more expensive — 316. Based on his experience, however, Jeff felt that the 302 wire works well and is 10% stronger than 316. You can go up one wire size with 316 to offset this, but then you'd be looking at considerably more expense that's entailed with larger turnbuckles and such. It's been a year now, and I notice some rust discoloration of the wire, but it is only on the surface. Some of it actually washed off with the first rain!

Jeff has a good supply of 302 wire in stock, and a new Loos mechanical swage. I think he can handle up to 3/8" wire. If somebody prefers to do the job themselves, I'd recommend taking the old rigging back to the States and have a rigging shop make up the new. Hydraulic swaging is considered superior to mechanical, although both are satisfactory if done properly. One area where I was really glad of Jeff's expertise was the forestay replacement. Getting the Harken furler extrusions apart took most of a day, and involved the use of a blowlamp and a mallet. It was not a simple job!

One word of warning: if the breeze comes up in the afternoon, Jeff and Alba will most likely disappear. It has something to do with the windsurfing at La Ventana — on the east side of the La Paz peninsula — being superb.

With regard to the Litton 406 EPIRBs, discussed in Paul Cossman's April letter, my model 952 needed a new battery. Litton quoted me \$495 plus shipping, a cost that I considered outrageous. After checking on the Internet, I found Sartech, a U.K. company that services all kinds of EPIRBs and manufac-



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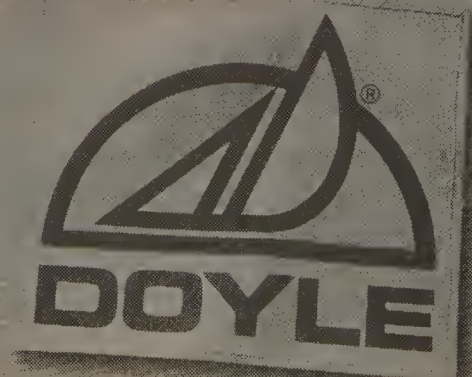
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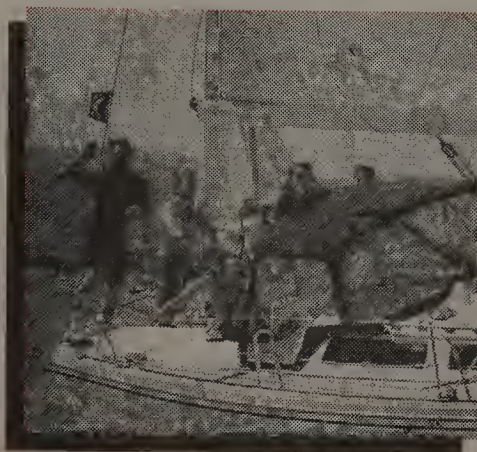
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LETTERS

tures their own lithium batteries. Their price? Just \$250 U.S. They even accepted my personal check for payment! They can be reached by email at info@sartech.co.uk.

On the subject of whining, isn't it time for the Wanderer to lay off castigating the 'whiners' of La Paz as fools or worse? I agree that we all should get our facts straight before sounding off, but I have to wonder what it is about 'inactive cruisers' that causes him to spew so much invective? Some cruisers like a place so much that they don't ever want to leave. Others simply slow down as they grow old and don't move about so much. Nor are the 'inactives' confined to La Paz. They are well represented in Puerto Escondido, Mazatlan and Puerto Vallarta. Perhaps as a result of 'whining', the arbitrary and unnecessary 'safety inspections' demanded by the La Paz Port Captain as a requirement for checking out died an unlamented death.

Meanwhile, I have a perfectly useless 'Safety Certificate' to remind me how many life jackets and fire extinguishers I have on board. Nobody in the Mexican cruising community is happy with the new port fees, which are scheduled to increase again this June, or the tedious checking in and checking out procedures now required at most ports. Since tourism is now Mexico's biggest industry, and cruisers are surely part of this trade, a number of us wrote to the Secretary of Tourism in Mexico City complaining about the excessive fees and unreasonable procedures now required. The following is a letter I sent to the Secretary, as I believe that politely worded complaints such as this are perfectly justified and hardly amount to whining.

Re: New Fees Being Charged Pleasure Craft Visiting Mexican Ports.

I am a retired American who has enjoyed visiting the west coast ports of Mexico aboard my 38-foot (8-ton) sailboat. Unfortunately, the new fees being charged for the privilege of visiting these ports has caused me and my fellow sailors great concern and resentment to the extent that we are reconsidering our future plans to visit Mexico.

To check in to a port we first have to go to Immigration, where our visas are inspected and our crew list is checked and stamped. We then go to the API and pay a port fee based on the tonnage of the vessel. Next, we are directed to the Port Captain's office to have our crew list inspected and stamped. From there, we are required to go to a Banamex and pay the new Port Captain fee based on tonnage. This fee ranges from 141 pesos to more than 200 pesos for most pleasure craft. We are then required to return to the Port Captain's office, with a receipt from the bank, to complete the check-in process. To check out, the same list of officials must be visited with yet another trip to the Banamex to pay yet another Port Captain's fee of 141 pesos, or more.

To compound the problem, there are now more ports and harbors with new Port Captain offices. By way of example, there are now three Port Captains in Banderas Bay, all within 20 kilometers of each other! To sail from Nuevo Vallarta for an overnight visit to La Cruz de Huanacastle, a distance of 10 kilometers, it is now required that we check out of Nuevo Vallarta, check in at La Cruz, check out of La Cruz, and recheck in at Nuevo Vallarta — incurring fees of 564 pesos or more! In addition, at least one Port (San Blas, Nayarit) is requiring the use of an agent to check in and out, for an additional fee of 200 pesos! Needless to say, we will not be visiting San Blas. I submit that these charges, and the time it takes to complete these procedures, are totally unreasonable.

My friends and I love Mexico and look forward to our visits aboard our boats. However, rest assured that our visits will be curtailed or cancelled if this situation persists. Please do what you can to get these burdensome fees and requirements repealed.

Who knows, perhaps as a result of the Wanderer's 'whining', San Francisco's Bay Conservation and Development Commis-

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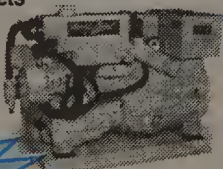
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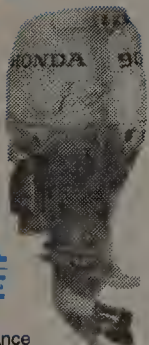


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sion (BCDC) will refrain from considering boats to be 'Bay fill', and actually become responsive to boaters' needs! I guess one person's valid complaint is another's 'whine'.

John Kelly
Hawkeye

Banderas Bay, Mexico

John — We think there's a world of difference between a 'valid complaint' and a 'whine' — or worse. The letter you wrote to the Secretary of Tourism is an perfect example of a valid complaint, as it clearly lays out the essence of the problem based on easily verifiable facts, explains the possible ramifications for both cruisers and Mexican tourism, and is respectful in tone.

Compare it to the nonsense sent out from La Paz last month by Ms. Bear and Shirly Middleton which — and we're not exaggerating — consisted of almost 100% factual errors and errors in basic reading comprehension, which were then used to support reckless allegations of wild profiteering, conspiracy, corruption and general malfeasance on the part of Mexico and Mexican officials. On behalf of ourselves and all the other cruisers who plan to visit La Paz in the future, we want to thank these folks for leaving such a 'clean wake'. We can assure you that nothing is going to stop us from continuing to castigate that kind of irresponsible rabble-rousing that gives cruisers such a bad name.

As for inactive cruisers or those who don't get around as much, we don't have any problem with them as long they don't play the Ugly American — which the majority of them don't. But perhaps you can answer this question for us: With so many big cruiser and ex-cruiser populations up and down the coast, why is it that virtually all the rubbish comes out of La Paz, and has for years? Could it have anything to do with the fact that La Paz is almost certainly the cruiser drinking capital of Mexico?

Yes, the La Paz Port Captain's short-lived 'safety inspections' were a pain. But as predicted by Latitude, Mary Shroyer, and just about all the other 'old hands', it didn't last but a couple of months. Certainly not as long as those done by the U.S. Coast Guard, for which there is no end in sight.

↑↓NOT IN GERMANY

Some bluewater sailors here in Germany highly recommended your magazine, but unfortunately I cannot get copies here. Could you please inform me on how to subscribe to your journal?

Wolfram Buchwitz
Muenster, Germany

Wolfram — It's so time-consuming and expensive that we don't do foreign subscriptions. Sorry, but the only possible solution is if you know somebody here who would subscribe and then forward it to you.

↑↓OFFICIAL RELATIONS AND THE KIWI BOYCOTT

It sometimes takes a very long time for mail and *Latitudes* to catch up with me, so forgive me for raising an issue aired nearly a year ago: safety standards in other countries. A Canadian cruiser myself, I was the lawyer who wrote all the arguments presented to the New Zealand courts in the Kiwi Section 21 battle. For those who don't remember, this was all about the Kiwis passing a law that all foreign boats get safety inspections before leaving their country. It took three levels of court before we found a judge who knew anything about international law so, as you know, it was a long fight. But it was worth winning — which we did — because the risk was that every nation would set its own standards for foreign cruisers, and we would be hog-tied with all sorts of rules and inspections everywhere we go.

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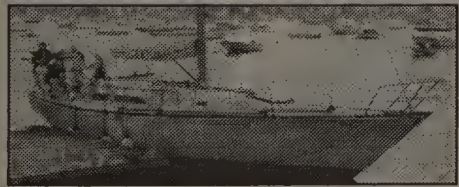
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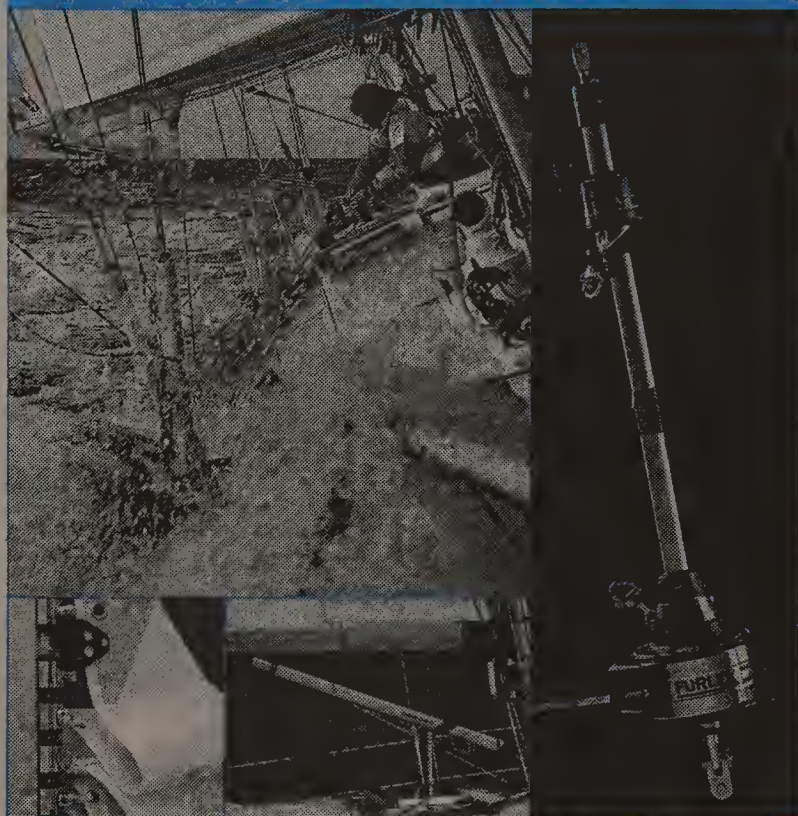
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LETTERS

First, I must strongly endorse *Latitude's* attitude on how to deal with officials who sometimes go off the rails. When you wrote about the Port Captain in La Paz who decided to implement 'safety inspections', you made a wonderful case for the soft, polite, rational approach. It is surprising how often that works. Even when it doesn't, it's a necessary first step anyway. In fact, good manners and good humor should never be forgotten when in a foreign country — and probably not even in your own.

The reason we finally won in New Zealand is that international law is clear: it is the responsibility of the Flag State — in other words, the country the boat is from — to set and maintain standards for its vessels. In the case of commercial vessels, the Flag States usually opt into a set of internationally agreed standards which also allows foreign Port States to enforce those same standards. In the case of pleasure craft, there are no internationally agreed standards, so only the Flag State's laws can apply. That means that a U.S. pleasure craft anywhere in the world must be up to U.S. Coast Guard standards at all times. International law would back up U.S. law on that. Likewise for Canadian vessels, French, or whatever. They must always be up to scratch according to the laws of their own country, wherever they are.

If a Port State thinks a foreign vessel is not properly equipped, all it can legally do is to inform the Flag State, and ask the Flag State to act. The sole exception would be the case of a seriously unsafe vessel, where customary international law allows a Port State to detain the vessel — so long as it immediately informs the Flag State. The most famous case on Flag State supremacy comes from the U.S. Supreme Court back in 1953. It is still a glorious statement to read — truly! — and is effectively embodied into the Law of Sea Convention.

Back in the real world, most bureaucrats just bumble along doing what they think they should, and what they can get away with. The Port Captain in La Paz was just like the Kiwis in that he didn't want to believe that he has to listen to international law. The problem, of course, is who wants to go to court to make him listen? Which is why good humor, reasonableness, negotiation and patience usually win the day.

I disagree with you on only one matter. The boycott of New Zealand was surprisingly effective. Data from the New Zealand Customs showed a drop in yacht arrivals of about 35% from a norm of over 500 foreign boats per year. I suspect that part of the reason was a fear by sailors of getting a thrashing on the voyage to or from New Zealand after the famous 'Queen's Birthday Storm'. But the fact remains that over the next few years several hundred foreign cruising boats stayed away.

Early in the fight, I also collaborated with MAREX — the export organization for the New Zealand marine industry — in assessing the consequences of a boycott. MAREX'S view — which was accepted at face value by the Kiwi government's consultants — was that a 30% boycott would cost over NZ \$20 million. Those same consultants then fudged a truly deceitful set of figures to argue that New Zealand would still be ahead because it would benefit financially by having fewer foreign deaths on the high seas! In hindsight, I think that the NZ \$20 million figure was high, but it is fair to say that the country did lose millions. I have several friends who ran marine businesses in New Zealand at the time, and their incomes slumped very badly. You won't find any politicians who will admit that now, of course. That would be admitting they were wrong.

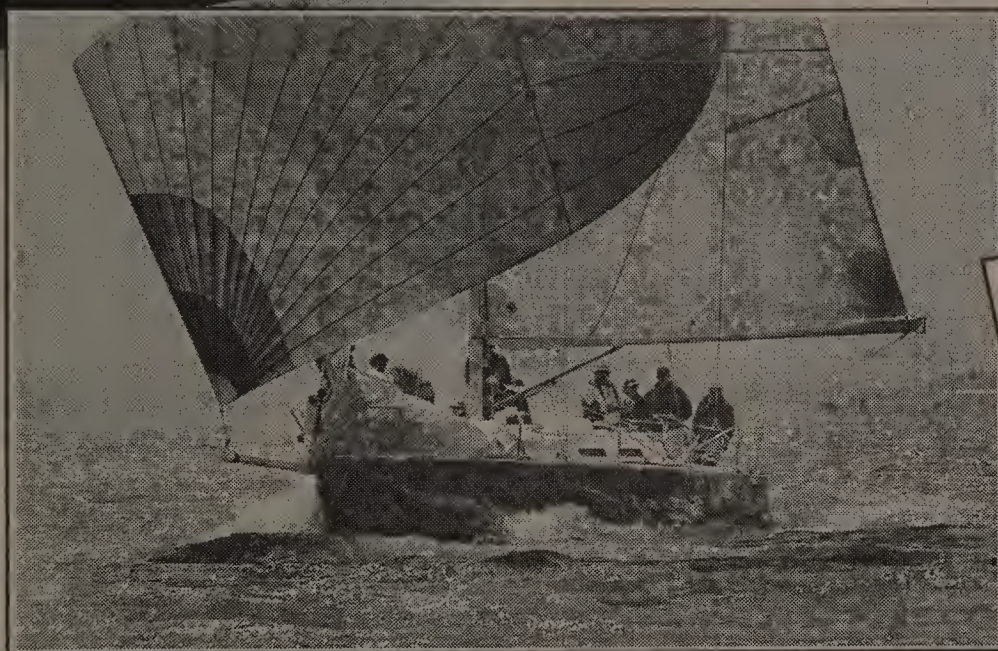
Would a boycott work elsewhere, such as Mexico? Frankly, I doubt it. It took a huge effort by dozens of very hard working yachties to make it happen. Yachties are normally too individualistic to collaborate like that. Besides, boycotts leave a bad taste in the mouth. They should be a very last resort.



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LETTERS

Why does all this still matter? Well, neither bureaucrats nor safety issues will ever go away. If we want to keep well-intentioned but overzealous foreign officials off our backs, we had better pay attention to being and looking safe. Then they won't have any excuse to interfere. Ciao.

Michael Donnan
Kantala
Australia

Michael — What a clear and informative letter. Thanks.

↑↓ WITHOUT HONOR IN THEIR OWN BACK YARD

I liked your excellent kudo to Edson International that appeared in *Loose Lips* several months back. I was born at 62 Plymouth St., New Bedford, Mass. Four doors up the road, at 70 Plymouth St., was the Edson family. If a stranger came to town back in those days and asked anyone what it was that the Edsons made, the answer would have been, "boat parts." Today, four generations later, if any of the stranger's progeny came to town and asked the same question, the answer would still be, "boat parts." So it's true, although the city might appear to be grudgingly proud of Edson, a prophet really is without honor in his own back yard.

P.S. If any of your faithful readers need those 'most-difficult-to-find' quarter-inch and up, 316, stainless, close-ended thimbles, guess who makes those 'boat parts'?

Bert Smith
American Eagle, 5.5 Meter
Cocoa Beach, Florida

↑↓ IS THE HA-HA A FLOATING PARTY?

It was great seeing *Profligate* and crew at the Banderas Bay Regatta — along with so many other alumni from the 2000 Baja Ha-Ha. We've been here at the wonderful Paradise Village Marina ever since the end of the Ha-Ha. While talking with other cruisers here, I was surprised to hear some of them say that they had avoided the Ha-Ha fleet — and knocked the event as a 'floating party'. Pam and I want everyone to know these people who weren't there couldn't be more wrong.

My crew was very impressed with the behavior of the entire Ha-Ha fleet — at sea, at anchor, and partying on the beach. I never saw anyone out of control or misbehaving with the locals — including during the party at Squid Roe where, by commu-



nity standards, it would be difficult to really get out of control. Everyone in the Ha-Ha seemed eager to meet and help the local people, and as you well know, *Profligate* even put on a spontaneous charity event in the

middle of the Ha-Ha that raised nearly \$500 for the poor kids above San Blas. We're also glad the Wanderer suggested bringing little treats for the kids of Turtle Bay for Halloween; it made our stop more fun for them and us.

Sometimes people see other folks having a good time and assume that such a party requires excessive alcohol. These people need to lighten up. When you are high on life — and/or

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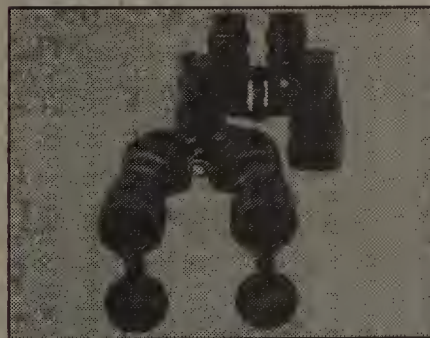
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LETTERS

accomplishing something such as a first long passage — you can have fun and be really happy responsibly. That's what the Ha-Ha is, responsible fun.

There are two primary reasons Pam and I want to thank the Poobah for hosting the 2000 Ha-Ha. First, our crew was constantly amazed at the Poobah's patience and accommodating attitude. His leadership left everyone feeling included and valued. We can't believe how much work the *Profligate* crew had to put in to make such a large event so successful. You guys don't get the credit you deserve.

Secondly, we want to thank you for what the Ha-Ha meant to us personally. Weeks before the Ha-Ha started, I received a very bad medical report, and most of my friends didn't want me to make the trip. Fortunately, we went ahead with our long-standing plans — and had the time of our lives! Sometimes a mortality crisis helps you prioritize what's really important. Suddenly I found that what I really relished were the little things: the boat sailing well, the green flash at sundown, the first fish caught under sail, the camaraderie of the fleet, the morning net, the whales and dolphins, and each sunrise. And the wonderful group party at Bahia Santa Maria will be a memory we will carry with us for the rest of our lives. We couldn't have had a better time. Your hard work made this possible for us, and we felt our souls being restored in a way that only being 'out there' can do.

Please accept Pam's and my deepest thanks — we look forward to participating again in 2001!

Kirby Coryell
Island Time, Tayana 48
Cyberspace

Kirby — We're saddened to hear about your medical report — but are glad to hear that you're apparently well enough to plan to do the 2001 Ha-Ha. We're looking forward to sailing south with you again!

We know that there are a few folks who haven't been in the Ha-Ha who mistakenly assume that it's a wild floating party. For at the end of each one, countless skippers and first mates have told us pretty much the same thing: 'We were worried what kind of event the Ha-Ha might be, and were ready to drop out as soon as we saw behavior we didn't like. But everybody was responsible, we had a great time, and we met such wonderful people!' If anybody wants to know what a Ha-Ha is really like, ask someone who has actually done one. Perhaps a family with kids.

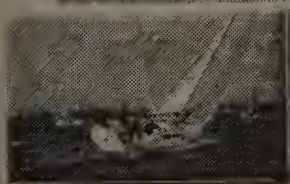
By the way, Island Time certainly won't be the only 2000 Ha-Ha boat coming back for this fall's event. Among others who have told us they're planning to do it again this fall are Jan and Signe Twardowski of the *Sunder 64 Raven*; Big John Folvig of the *Perry/Andrews 72 Elysium*; Bob and Bonnie Fraik of the *SC 52 Impulse*, and Rick and Maureen Gio of the *Freya 39 Gypsy Warrior*. And *Profligate*, of course, for the fifth time.

Speaking for the *Wanderer*, we think you've gone overboard with the compliments. Running the Ha-Ha is a tremendous amount of work and a lot of stress — but there are a couple of things that really help. First, there's nothing that gives us more genuine satisfaction than assisting folks in accomplishing one of their big goals while having a good time in the process. Secondly, the large crews on *Profligate* have taken over many of the burdens of running the boat, which has allowed the *Wanderer* to get some much needed sleep — much more than any doublehanders get. Finally, getting the same questions asked over and over again doesn't really bother us, because we can clearly recall when we were asking them ourselves.

We're very proud of the Ha-Ha, the people who have sailed in it, and all the volunteers who have helped make it happen.

Sydney Yachts

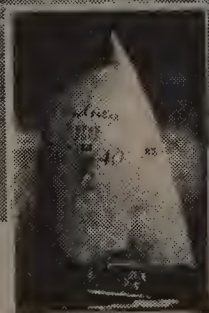
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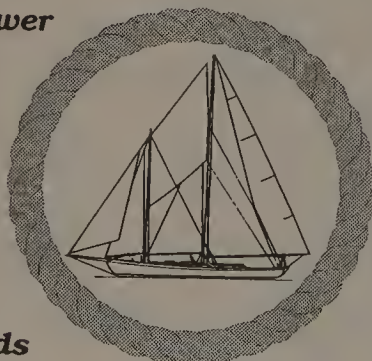
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INSANITY? NO, IT'S MORE THAN THAT

I think I know why they call it the 'Ha-Ha'. I'm 52 and planning my 'next life' around cruising — something that I'd never heard of six months ago. My life has always been about seeking comfort, convenience and the latest labor-saving devices. Now I'm planning to quit the lucrative 'dream job' I landed last year, sell my prized possessions, retire without a nickel in the bank and years before my 401K kicks in, and wave *bon voyage* to my very busy life, friends and family.

Insanity? My 55-year-old boyfriend lives 1,500 miles away in San Diego. After his recent divorce, he sold his business, retired and spent all his money on a Westsail 42 — which is now his home. Previously, his spare time was taken up with frequent golf games. Now he's learning to chart a course instead of playing a course. He did sail a little on the bay when his kids were young, but he says he's forgotten a lot in the last 10 years.

Curious about his new lifestyle, last October I traveled to San Diego to see his floating thing. When we stepped below, he asked me if I would consider living aboard. "You've got to be crazy!" I responded. "This is like a cave. It has bright yellow countertops. Where are the washer and dryer? What an uncivilized way to live."

He countered by handing me a photo of a boat sailing off Tahiti, and asked if it would be different in a tropical paradise. "I might consider doing that," I hedged. Later that night as I was reading about the Ha-Ha and drinking a few margaritas, I innocently said, "This looks like fun." Not being one to turn down an adventure, a new goal was set — and then quickly amended. "As long as we're going that far," I said, "I might as well quit my job so we could continue on to Tahiti." He agreed to make the boat safe and I agreed to pay off my credit cards.

It's now April and I still haven't taken that trial 'ride' — but I'm doing pretty good paying off those credit cards. We've been meaning to take a test sail to Catalina, but first the head didn't work, then there was a fuel problem with the engine, and something else . . . but he's working on it.

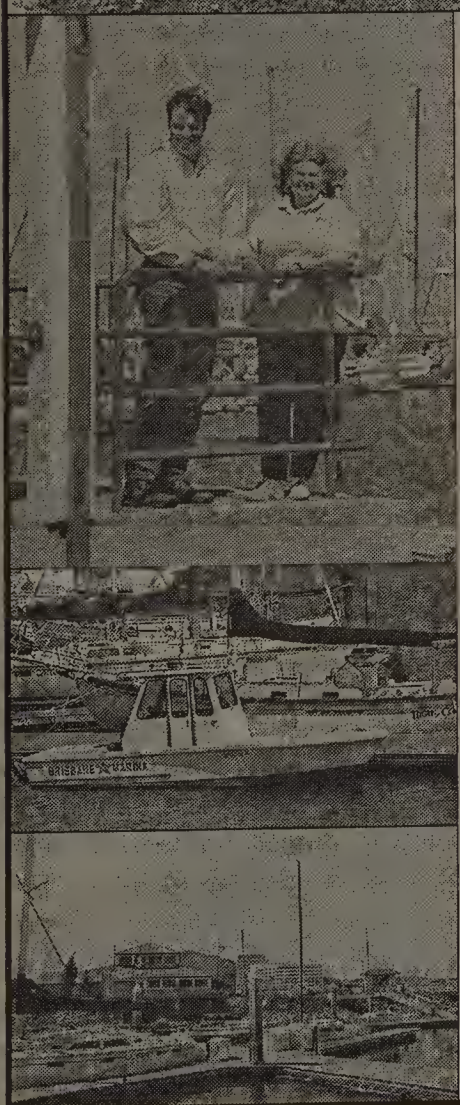
But there is progress. I started a basic sailing class for women in Portland, began gulping down sailing literature and websites, discovered West Marine, and purchased foul weather gear. I was in a rigging class on Wednesday and learned how to tie a knot. We've been researching new sails — it seems as though there's a problem with them, too. My boyfriend seems to think we don't need refrigeration, that I can trail my six-pack in the cold sea behind the boat. He doesn't know it yet, but that's not an option.

After five months of debate, we have settled on a new name — who was Carol Ann, anyway? — and are planning an official de- and re-naming ceremony. I'm positive that my helping to choose a new name and participating in a proper rechristening will help me establish a bond with *Rubicon* — which appropriately means, "a boundary, that, once crossed, commits one to a given course of action." I like the meaning of the name. My boyfriend thinks it will sound good on the radio.

Having passed a refresher sailing course, my boyfriend has invested in electronics, automatic inflating life vests, an EPIRB, strobes, flares, a GPS and a nifty liferaft. As for me, I'm no longer a total land novice. Even my screen saver depicts a series of sailing vessels and tropical islands. I plan to get in at least one sail before October 30, but if not, that will not deter me from keeping my word and "crossing the Rubicon".

I have informed my family that by the end of October, we will no longer be able to have daily chats, and that I will no longer have money to buy gifts — or anything else for that matter. My Mom thinks I've flipped off the deep end, and sends me clippings of sea disasters. Of course, she can't swim and lives 3,000

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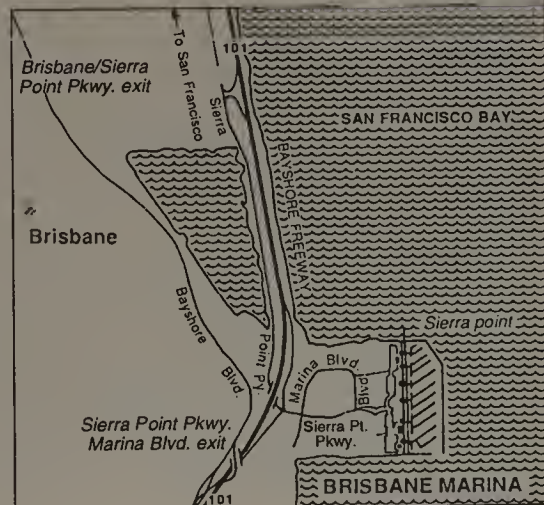
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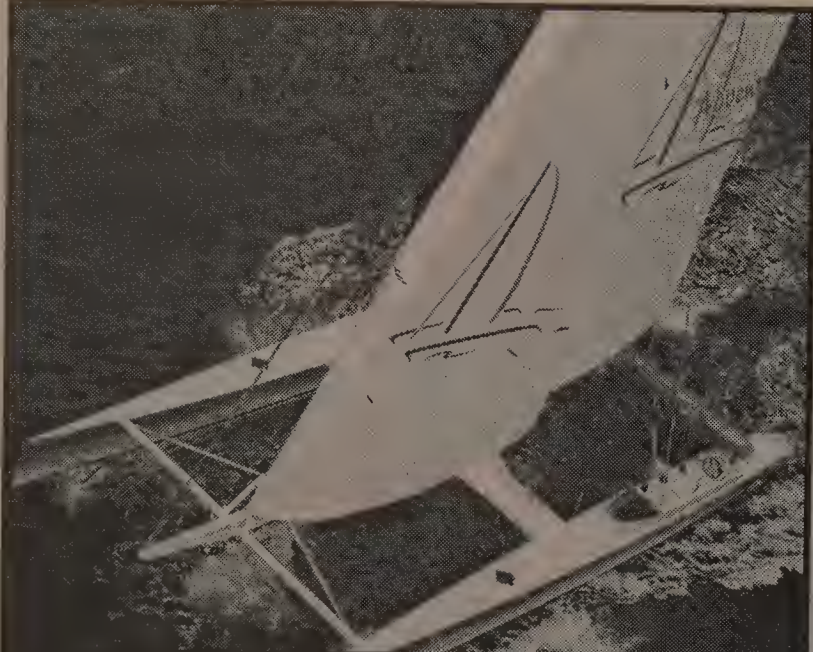
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miles from the water. "Call me collect," writes my son, "and I'll send you money to fly back and live with us."

"Ha-Ha," I tell him.

Linda Miller
Westsail 42, Rubicon
Portland

Linda — Bless your adventurous soul, but if you were to take off for Mexico without having a couple of rough water overnight sailing adventures under your belt, it would not only be the height of insanity, but irresponsibility, too. Forget the pretty sailing photos and boat-naming ceremonies for a minute, and take a double dose of realism. If the boat seems like an unpleasant cave at the dock, how are you going to feel about it in the middle of a black night when it's heeled over 20 degrees and pitching like crazy; when icy water is finding its way in everywhere and it's your turn to take the wheel; when the inside of the boat smells like diesel and barf; and when you can no longer track the ship heading for you because the radar crapped out just as the fog closed in? All those things probably won't happen at once, but they could. And it could even be worse.

When you get a Ha-Ha packet, there will be a multi-page liability waiver. There will also be a 'frequently asked questions' page, which reminds you no less than 13 times that the Ha-Ha is a high risk activity in which there is a greatly increased possibility that you'll be injured or killed. Read it, believe it, and discuss it with family members and loved ones before signing on the dotted line. The Baja Ha-Ha is fun — for folks who have prepared themselves and their boats, and who can appreciate the risks they're taking — but it's no joke.

↑↓CUBUF WAS BANISHED TO THE DESERT

I'm a Rhode Island native, and was very happy to see Narragansett Bay mentioned twice in the April issue alone. It gave me quite a warm and fuzzy feeling!! My wife and I lived aboard an O'Day 25 one summer in a marina in Barrington, which is at the top of the bay. In fact, we raised our black lab onboard. He became a good sailor, always moving to the high side. After a hot summer, we decided our pup would be happier and more comfortable if he lived in the mountains and had a large cold lake to play in. So here we are in Tahoe. Sadly, we left our little sloop on the East Coast, and are without sails for a short time.

By the way, there is a sweet little old schooner named *Cubuf* up here doing daysails. I was told she used to sail the Bay, and had done well in some races before being banished to the desert in Nevada — before being brought back to life on Tahoe. Do you remember her?

Thanks for a great magazine! We look forward to it every month, and pick it up at Hot Gossip, a super little coffee shop here in South Lake Tahoe.

Greg and Lori Tupaj
(formerly) *Mandala*
South Lake Tahoe

Greg & Lori — Sure we remember *Cubuf* — if only from trying to figure out where she got her name. Why would anyone take her to the desert — if only for a short time?

↑↓ONWARD CHRISTIAN SAILING SOLDIERS

It's with interest that I read Glenys Taylor's February letter about the problems women have trying to get berths on cruising boats. As another single woman who is passionate about sailing, I understand some of the author's frustration at not being able to find an appropriate partner. Perhaps she might consider one option that's worked well for me: getting her own

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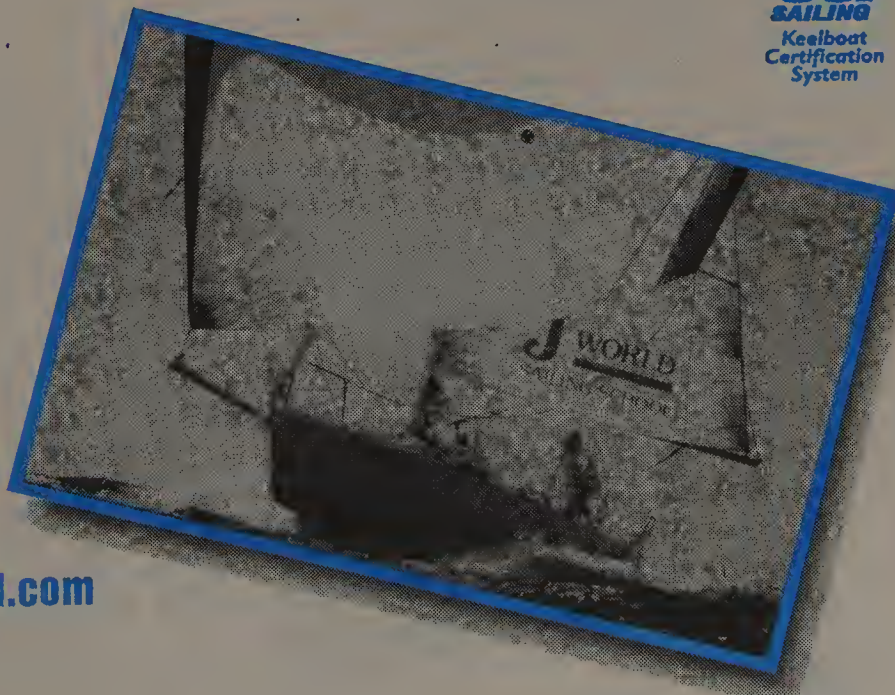
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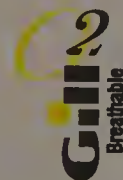
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LETTERS

boat. If Glenys really wants to quit her job and go cruising, I think she should go for it! I personally am not ready to sail off around the world, at least not yet, so I've satisfied my desire to sail well and often by buying my own boats. I started with racing dinghies and moved on to a partnership in a Dragon class sloop. Although I'm currently boatless, I'm nonetheless blessed to have access and be able to skipper a fiberglass sloop.

Regarding Glenys' comment about guys wanting to cruise with much younger women, I like *Latitude's* facetious wave-of-the-wand solution. Oh, if it were only that easy! For the older men looking for teens in bikinis, that desire says a lot about their own lack of acceptance with the man in the mirror. If a guy isn't happy being 30 or 40 or 50, then he's not going to be happy with a similarly-aged person across the cockpit. But if a guy is comfortable with who he is — both inside and out — he'll likely be just as gracious with the gal in his life. It's about emotional maturity and healthy self-esteem rather than birthdays. On the flip side, I'm more interested in the depth of a man's heart and soul than the depth of his pocketbook. Besides, for me it all comes down to doing what you love to do — which in my case is sailing.

That said, I've found a solution that's working out pretty well for me, so I'd like to extend an invitation to similarly inclined *Latitude* readers to check it out. The solution is the sailing club that's part of Equally Yoked Sacramento — which has nothing to do with eggs! EY is a Christian singles club, and I'm currently the co-leader. There is also a Bay Area EY but, oddly enough, they don't have a sailing club. Anyway, we sail twice a month on San Francisco Bay, and always start and end with a prayer. There is no booze, and we have dinner after. It's always a great time.

I realize that the club isn't the solution for all single sailors, but diversity is one of the things that I love about sailing — and *Latitude*. Our group is into good clean fun on the water for God's glory. If romance happens to bloom, that's a bonus. In fact, our current co-leader/boatowner is becoming 'equally yoked' this month! Nonetheless, he has graciously allowed me to continue skippering his boat through the summer. If anyone out there is a Christian sailor and this sounds like a great time, they can email me at jjluvsjesus@hotmail.com.

P.S. Thanks for the great publication. We'll see you on the water.

Justine S.
Skipper, EY Sailing Club

Justine — Good luck to you and everyone who partakes of your organization. We hope you don't take offense to the title we put on your letter, as it wasn't meant in disrespect.

↑↓HAVING A HOBBIE DAY

I thought I'd pass along a great 'Hobie minute'. I know that most *Latitude* readers are cruisers or racers, but I'm sure everyone will get a kick out of this. It was blowing 25 knots — which is howling down here in San Diego — so my partner and I decided that we'd take the Hobie out and tear it up! With the cat on the beach, we raised the main and attached the boom and blocks. When I turned around to grab my PFD, the boat capsized right there! Everyone on the beach — a total of three people in the terrible conditions — appropriately started laughing at me. I took it in stride, however. After flipping the boat back up, we pushed off the beach and really started tearing it up.

The wind was blowing from the east, so it was all downwind through Mission Bay, under the vehicle overpass, past the breakwater and into the ocean. The swells were cresting at just over 10 feet, breaking slightly at the top. The sound of the wind

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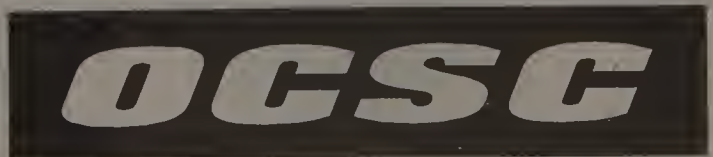
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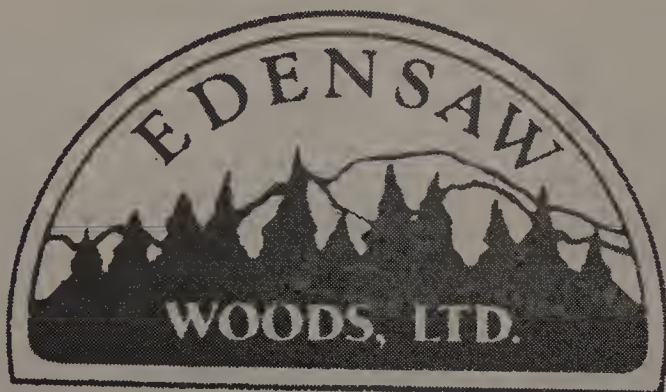
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LETTERS

howling through the rigging reminded me of the times I sailed under the Golden Gate Bridge on the way to Land's End with my dad aboard his Moore 24 *Fatuity* — now owned and raced by Dave Hodges, who really tears it up in his own way. Anyway, there we were, about five miles off the coast of San Diego sailing over the big waves. We were cold as could be, but kept thinking about what a great story it was going to make for *Latitude*. We finished by turning around and screaming back to shore, the leeward hull buried in the swells. "You're doing 20 knots!" a guy yelled at us from a fishing boat.

Boy, was I happy! It sure beat being on a Catalina! I'm wishing everyone a Hobie day!

David Harrison
San Diego

David — Glad you had a great time. Two questions: Who was sailing with you, and what did you carry in terms of safety equipment in case you flipped? We're just curious. Incidentally, we know what you mean about it being cold in sunny San Diego. It was raining and cold as heck when we were down there on April 7 to take Profligate north to Newport Beach. It wasn't much better in Newport on April 8, as we got hailed on for about 15 minutes. Brrrrr!

⇅PORTLAND TO THE BAY AREA

I'm planning on delivering my new-to-me boat from Portland down the coast to the Bay this spring — if the weather allows. But I need a pointer on where to find one type of information. As I learn about the ports between Portland and San Francisco Bay, I'm wondering what the typical distances are between them. *Charlie's Charts* has a table that lists a few of the distances between ports, but not many. So I guess I'll get out the charts and dividers, but I'm wondering where else I could get this kind of information.

Lyle Ryan
Albin 28 TE
Brickyard Cove, Pt. Richmond

Lyle — There must be something we're not understanding, because we can't imagine what could be simpler than measuring the distance on a nautical chart. True, you could accomplish the same thing with GPS, but it would take five times as long.

⇅PRINT CLASSIFIEDS ONLINE IMMEDIATELY?

We all love the new *Lectronic Latitude* and can't wait to read it every day. To make it even better, would it be possible to add a small classified section for boats that come on sale that day? It would be terrific if people could call immediately after the boat has been put up for sale instead of waiting an entire month for the next issue of *Latitude*.

Mark Johnston
Northern California

Mark — Unfortunately, that's not possible. For one thing, we don't get most of the ads until right before the deadline of the print version. Secondly, who would pick up the bills? Lot of folks labor under the misconception that *Latitude* is some big company with very deep pockets. We're tiny.

We'll soon have a distant variation of what you're thinking about, however. After more than a year of publishing *Lectronic Latitude* and developing a daily readership in the thousands, we're going to start accepting two ads a day at an introductory rate of \$50/day. For some businesses and events, this will be an excellent advertising vehicle. As time goes on, we expect to develop an additional 'boats for sale' section to appear on Fridays. We're not there yet, however, so please bear with us.

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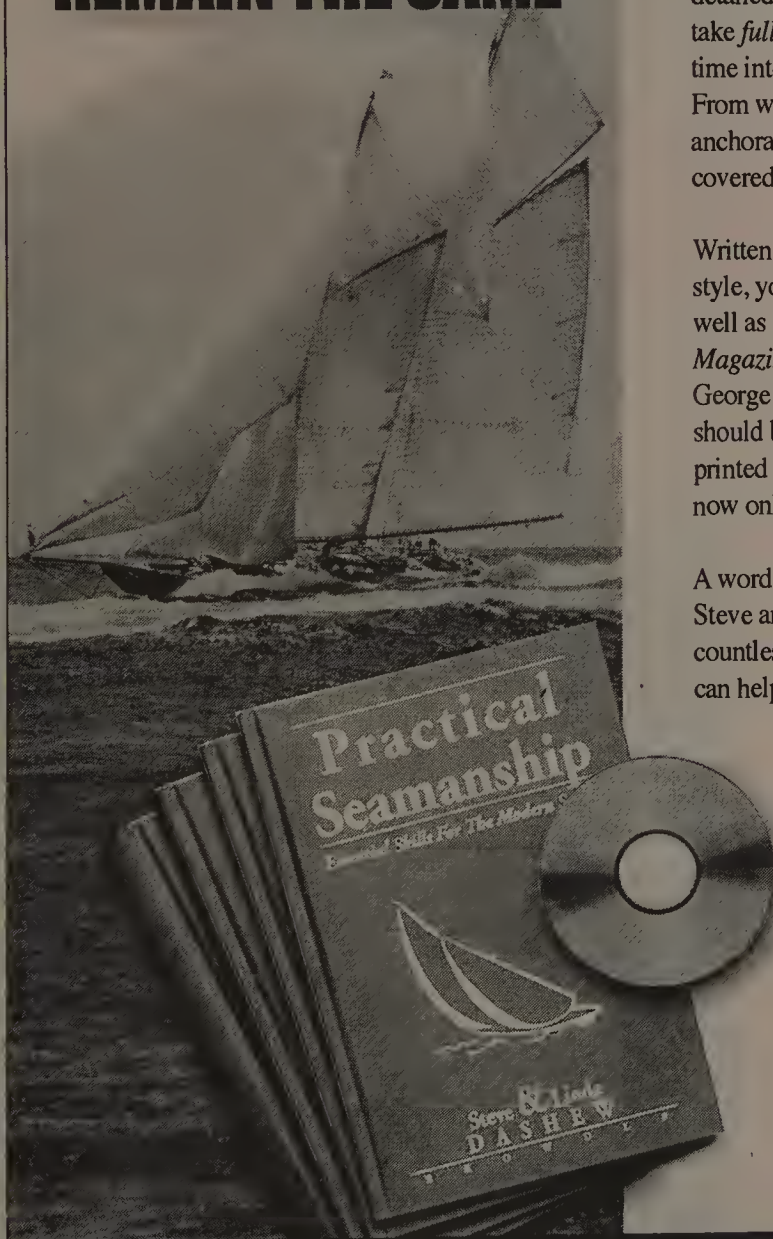
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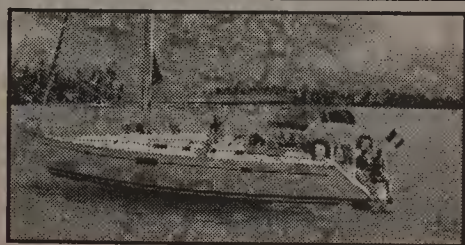
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LETTERS

↑↓ROSEMARY SEAL

Sailor and friend Rosemary Seal of Sausalito passed away last month at the age of 83. Nearly 200 people — many of them from the San Francisco YC, the Sea Gals, the Marin Ski Club, and the Sausalito Women's Club — attended a memorial service in Sausalito. Members of the Tall Ships Society and the *Hawaiian Chieftain* weren't able to make it, but they sent a bouquet and their respects.

Among Rosemary's honors and achievements, she was the 1972 Yachtswoman of the Year, a longtime member of San Francisco YC, a 40-year member of the Sea Gals, sailed to Hawaii and made other offshore trips, raced in Denmark, volunteered with Tall Ships, taught swimming to youngsters at YMCA, was a volunteer at a food program for the homeless in Sausalito, and recently helped at the Marin Ski Club's work weekend at their club in the mountains. Rosemary was always smiling and happy to share stories of her sea adventures. The one-time fashion reporter and Sausalito meter maid made a marvellous contribution to humanity and will be missed by those lucky enough to have known her. Contributions in her memory are requested to go to the Red Cross or to homeless care and food.

Marlaina Pipal
Sonoma

Marlaina — We remember Rosemary Seal from a Big O charter from Antigua to Venezuela about 10 years ago. When she boarded the boat in English Harbor, she confessed that she wasn't 52 as she had claimed, but rather 72. "You wouldn't have let me come along if I'd told you my real age," she explained. At age 72, she nonetheless drove the heavy 71-foot ketch across the windy channels more skillfully than most of the crew half her age. When we got to Venezuela and hauled the boat out for long term storage, some of the delivery professionals started whining about wanting the boat put back in the water so they'd have a comfortable place to live for another couple of weeks. Part of their bogus argument was that it would be impossible for poor Rosemary — who was to be there another day or two — to make the long climb up the ladder. Just then a smiling Rosemary appeared at the top of the ladder, parcels in each hand, with a big grin on her face. "How's everybody doing?" she asked with a smile, shamming the younger sailors. May she rest in peace.

↑↓JOHN WESLEY, NOT CHESTER

In the last issue, I noticed that you're still trying to figure out how Harding Rock got its name. Ray Delrich, my husband, isn't sure, but he thinks that it's named after Chester Harding, the engineer who was in charge of dynamiting underwater rocks in the Bay. Ray says there's also a dredge named after this same man. In fact, he recently saw the dredge up near the Richmond Bridge working on the area where they're going to put in a new marina.

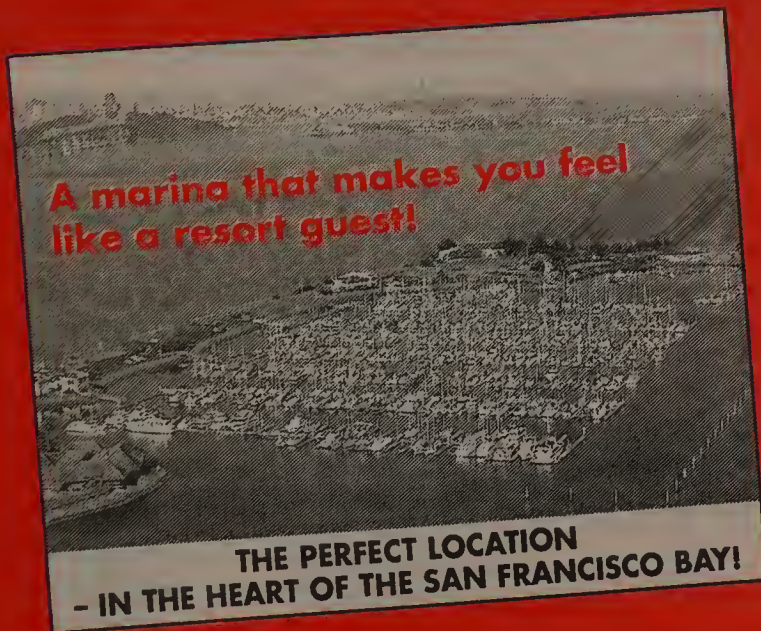
Alice Swinton
Northern California

Alice — Thanks to a reader who sent us an old Bob Dylan album, we now know how the now underwater rock not far from Alcatraz really got its name. Remember the lyrics to the song John Wesley Harding?

John Wesley Harding,
Was a friend to the poor,
He trave'led with a gun in ev'ry hand.
John Wesley Harding,
He dynamited big old rock,
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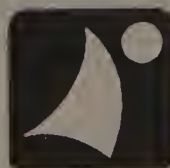
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LETTERS

That "he trave'led with a gun in ev'ry hand" line was pure Dylan at his best.

As for this new marina being built near the Richmond Bridge, we don't know anybody else who has heard of such a thing. Are you sure it's happening?

HOWLING WINDS OF TOMALES BAY

I am writing on behalf of the governing board of the Marconi Cove YC, to address the Paul Dietrich's April *Letters* criticism of Dennis Olson's March article titled *Too Much Fun (Almost) On Tomales Bay*. The Marconi Cove YC is not a thrill-seeking bunch of Laser sailors, as one might have assumed from Dennis' article. Rather, it is a thrill-seeking bunch of sailors of many types of boats.

To the extent that Dietrich is critical of the decision to launch in the conditions described, he is, with all due respect, way off base. The decision whether to sail on any given day is the skipper's, to be made in consideration of the state of his vessel, his level of skill and the prevailing conditions. If recreational sailors — especially those of us who brave the often howling winds of Tomales Bay — were to forego launching merely because the conditions were challenging, we wouldn't do a whole lot of sailing.

Almost all of the sailing exploits reported on in the pages of *Latitude* entail varying degrees of risk that are willingly undertaken by the participants. Are they each to be criticized for this? Racers like Dietrich shove off every weekend in conditions that some would consider dangerous, and often require rescue. Singlehanded racers and cruisers pose obvious risks to themselves and others. Are not recreational sailors entitled to undertake these same sorts of challenges? As Supreme Court Justice Cardozo once wrote, "[t]he timorous may stay at home."

I don't know if Dietrich is familiar with Tomales Bay, but I know from many personal experiences that so long as one wears proper gear — wetsuit, booties, and flotation — a small-craft capsizes inside the bay — as opposed to anywhere near the mouth — is not likely to be life-threatening, even during windy conditions. Tomales Bay is landlocked and not very wide, so one is never very far from land. Of course, Dietrich is correct to point out the ever-present risks of heart attack and being devoured by great white sharks — which everyone knows breed like bunnies in Tomales. But not all risk can be removed from sailing.

When this incident was reviewed by the Safety Committee of the yacht club — each member of which has, at one time or another, set sail on Tomales Bay on a day when he shouldn't have — the only criticism of Dennis was his failure to have a radio with him. Of course, those who sailed that day without adequately prepared boats, wetsuits, or flotation are properly subject to criticism, and if this were the sole thrust of Dietrich's letter, we would be fully supportive. But the proposition that an experienced sailor shouldn't ever launch his Laser in relatively protected waters under challenging conditions is one we just can't endorse as a standard of conduct.

Dietrich regrettably missed the essential point of Dennis' article — that the 'herd mentality' can overwhelm one's better judgment, leading to the undertaking of challenges that one would avoid if alone. This is an important lesson for all sailors, especially the youngsters Dietrich addresses. If only a few were able to absorb this notion by reading Dennis' candid, critical account of his experience, rather than learning it 'the hard way', then its publication was certainly worthwhile. Dennis did a difficult and admirable thing when he published a critical review of his own decision-making. This type of critical self-analysis is not likely to be fostered by 'piling on', as Dietrich risks doing.

We know Dennis to be a fit, highly-experienced, and able

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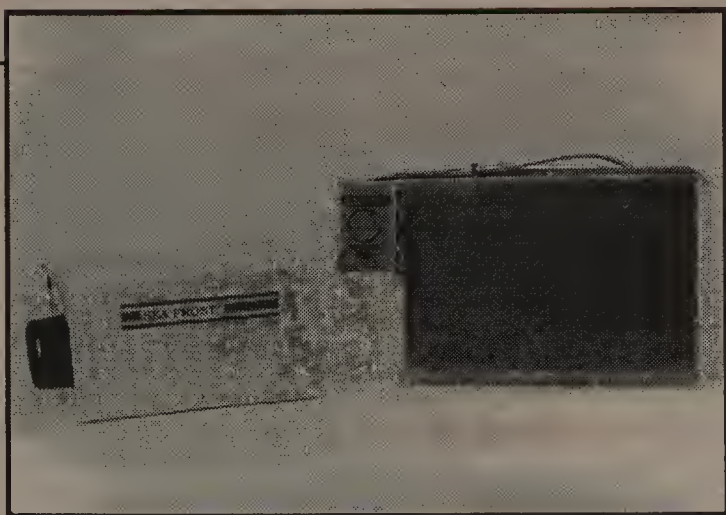
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LETTERS

sailor, adept at handling a Laser in conditions in which others would wisely remain ashore. We commend his decisions to continue challenging himself, and to continue to evaluate critically his own decision making.

Michael Britt, O.D.
Commodore For Life
Marconi Cove YC

I'M FOR DEVELOPMENT IN MEXICO

Being a disabled boatowner on a very limited budget, I would welcome the additional development of marinas in Mexico. Let me explain. In the nine years since I started receiving disability, the cost of living adjustments have averaged about 3% per year. We all know that this in no way reflects the actual increase in the cost of living. This fact, combined with this state's restrictive policies about liveaboards, means that I'll very soon no longer be able to afford to live anywhere in California — or anywhere in the United States!

It's been my hope that I can move my boat to Mexico and live in some comfort on \$1,000 a month — hopefully for the rest of my limited life expectancy. Further development in Mexico would help control pricing pressures in marinas — so please keep your opinions about Mexican marina development to yourself!

Eric Thompson
Procrastinator, Coronado 35
Cyberspace

Eric — Perhaps we didn't express ourselves as clearly as we could have, because you don't understand our position. We're against marinas on the Pacific Coast of Mexico, because it's foolish to build marinas in pristine areas where there clearly isn't a market for them. As for the Sea of Cortez, we're in favor of additional marina capacity in areas where there already are marinas, but we're against new Cabo-like developments being created in the name of cruisers.

We don't like to be the ones to break the news to you, but if you're looking for inexpensive marina space, you'll have better luck in the States than in Mexico. We checked on a couple of super special if-you-pay-for-six-months-in-advance off-season rates, and they still come in at about \$8/foot a month when all the taxes and such are included. The very lowest rate we found was for the slips in Marina Mazatlan that don't have water or electricity — and they were still about \$5/foot in the off season. Winter rates are substantially higher. Furthermore, you can be willing to pay \$15/foot and still not be able to get a spot at the more popular marinas. Increasing the supply of berths by building additional marinas would certainly work against additional price increases, but we doubt that the current rates would drop. It's been our experience that Mexican marina owners hold the line on prices, even when their marinas were less than half full.

As we've noted many times in the past and in Latitude's First Timers Guide to Cruising Mexico — it is possible to cruise Mexico very inexpensively — meaning \$500 person/month or even less. However, we carefully noted that this was predicated on avoiding marinas, restaurants and bars as though they were the plague. We don't know the nature of your disability, but if it requires that you stay in a marina, it might be difficult to pull it off with just \$1,000 a month. If you're capable of living on the hook, marina development may work against your best interests, for many of the best free anchorages are also the best sites for marinas. La Cruz de Huantacaxtle, for instance, is the most popular free anchorage in Banderas Bay, and one of the most popular in all of Mexico. According to Mike Danielson at North Sails in Puerto Vallarta, there'll be a marina there in about three years. We can only hope there will still be room for anchor-outs.

DOUBLE-HANDED CREWS DON'T JUST PUT THEIR TRUST IN EACH OTHER.

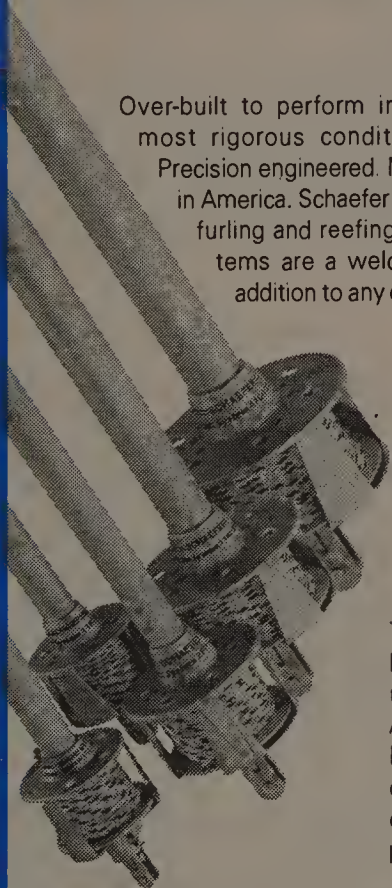


Fred Huffman and son, Brendan, raced *La Diana* to victory in the Pacific Cup. They spent two years upgrading the 25-year-old IOR classic for the race, trusting Schaefer roller furling to handle the foredeck.

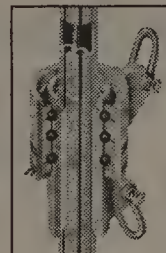
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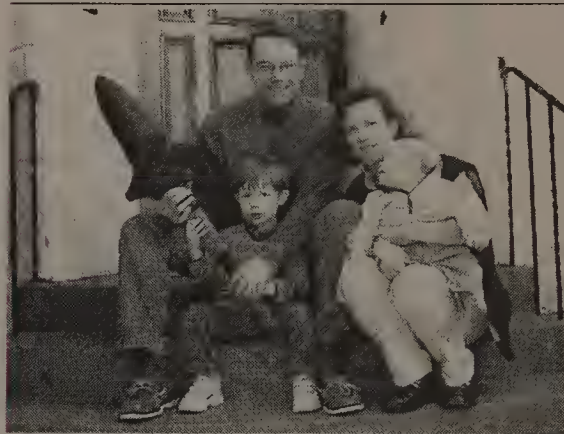
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LETTERS

↑↓HERE WE ARE!

In a recent *'Lectronic Latitude*, you ran a picture of us cruising in Fiji and asked where we are now. That was more than two years ago. As our son RJ was becoming more mobile at the age of 10 months, we decided to pack up and move back to Alameda. We shipped the boat back from New Zealand, which



turned out to be an excellent experience.

RJ is three, and we've been back longer than the two years we were away. We've re-entered the working world, and are navigating the highways instead of the high seas. We

now have another son, Christopher Leo, who is almost 10 months old. Ah, Rodney now has his crew, and I'll be able to sip wine from the swim step — just like in the brochures!

We got caught up in the Northern California craziness and bought a house in Alameda. RJ's favorite room in the house is the 'Fiji room'. It's our connection back to our cruising days, and contains artifacts and reminders of our cruise. When we visit friends at their homes, RJ always asks, "Where's your Fiji room?"

We're hoping to resume cruising when the kids are able to swim. But next time we want to go in a big, fat catamaran. Meanwhile, you may see *Azure* racing on the Bay, or if we're brave, at Angel Island with the kids.

We sure miss the camaraderie of cruising: the friends, playing the guitar, exploring, diving, cooking, reading . . . connecting. We'll be back.

Jane, Rodney, RJ and Christopher Pimentel
Azure
Alameda

↑↓A DIFFERENT OPINION ON MEXICAN PAINT JOBS

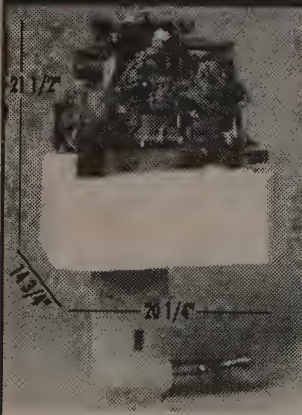
I've read the glowing reports from cruisers who have gotten their boats painted in Mexico. In the most gentle way possible, I'd like to offer a different opinion of the quality of work done — particularly as I was on hand for three months to watch one such boat get painted. And I had a bottom job done at that same yard.

In most cases, the Mexican boatworkers are very hard workers — but are not always as skilled as one might hope, or the recipients of proper supervision. The paint job I observed was done using two-part automotive paint. When it was over, there were three major runs down one side that eventually had to be sanded out. In addition, they painted right over the CF numbers!

At one point we were interested in getting our boat painted, but the quote turned out to be double what a professional job in the States — with a guarantee — would have cost. We did get a bottom job, but our experience was not a happy one. The one week job took three weeks, which is somewhat the norm in Mexico. But the work was such that we'll have to have much of it redone the next time we haul. The owner meant well, but his crew and facilities weren't able to do a first-class job.

It is very difficult for me to write this, as the owner was honest and very hardworking. Nonetheless, I think everyone needs to do some research before blindly agreeing to having a paint

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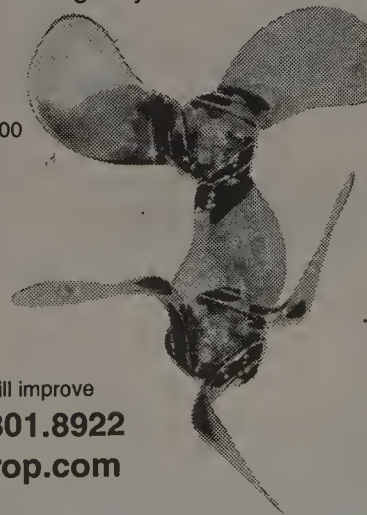
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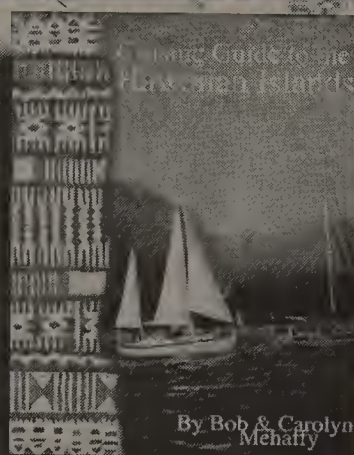


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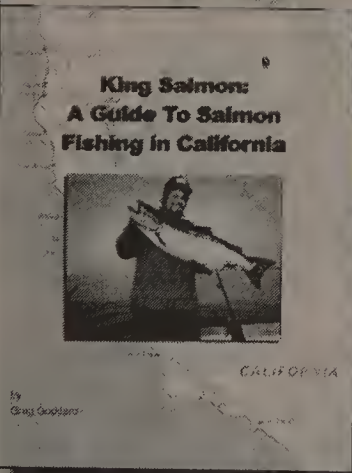
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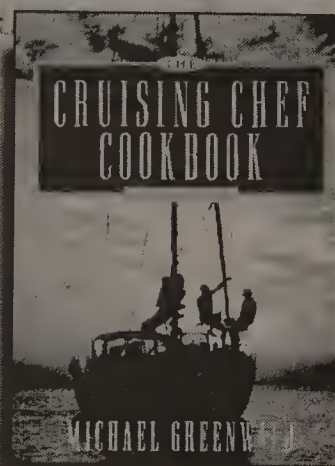
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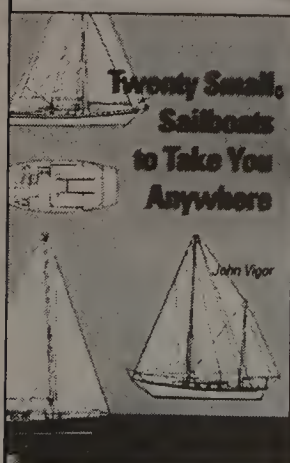
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LETTERS

job done in Mexico — or anywhere else. In all fairness, the yard that did our bottom job seemed capable of doing basic bottom jobs on smaller boats.

Name Withheld By Request
Mexico

NWBR — *We think Mexico has a huge future as a place to get boat work done, as they are very hardworking. But it's not going to happen as quickly as it could until all the yards understand the importance of quality.*

THE GULF

On pages 142-144 of your February 2000 issue, you ran an article about transiting both the Gulf of Tehuantepec and the Gulf of Papagayo. I'm in the process of planning this crossing, and I have been unsuccessful in trying to track down a copy of the article. Is it possible to have a copy emailed to my address? It would be very much appreciated as this information is not readily available.

Janis Preston
Cuisine

Janis — *If you want a reprint or back issue, please send \$7 to us at 15 Locust Ave., Mill Valley, CA 94941; Attn: back issues. Warning: we are very busy, so figure on at least three weeks.*

DON'T ALWAYS HAVE YOUR FACTS STRAIGHT

A little more on the La Paz port fee situation from one with his receipts in his hand. Your April issue tirade against Ms. Bear — whom I don't know — and her "facts" contained an error on your part. The API in La Paz does — repeat, *does* — charge per ton (*buta*) for anchoring. My vessel is 28 gross tons — although the actual weight is 14 tons, but that's another issue — as calculated on my documentation papers. I anchored in La Paz on December 2000, and my API receipt shows five days at .40 — for a total of 56 pesos. There was also a 50 peso charge for being in the harbor. The total was 106 pesos (they didn't charge a tax).

We left and returned in January after a good trip up the Sea of Cortez — bashing most of the way — to find new port fees and an increase in the API fees. The second receipt shows a charge of .66 pesos for each of three days at 28 *butas*, totaling 60.98 pesos, and a harbor fee of 55 pesos for the 28 *butas* — a total of 115.98 pesos, as this time a 10% tax was added to each fee.

My conclusions: 1) Sometimes you folks don't get your facts correct — notwithstanding that the overall charge in this instance is small. 2) Sometimes you object too much to adverse observations on cruising in Mexico, and the lack of logic and/or organization in various officialdoms. Some of them really are pathetic! For billing purposes, Mexico is treating cruising boats as commercial vessels. Is it appropriate for individuals — even if they are visitors to that country — to object? Mexico is a democracy, so there should be nothing wrong with adverse comments. But you get unstrung.

I've noticed over the years that you can object to silly officialdom in San Francisco and San Diego — remember the Harbor Police? But then you turn around and condone similar attributes in Mexico. Perhaps you're trying to keep the dream alive? I suggest that you ease up and relax.

By the way, I love your rag, it's the best in the business!

Bill
Vite
Sacramento/Bellingham

Bill — *Thanks for the kind words and advice. Nonetheless, if*

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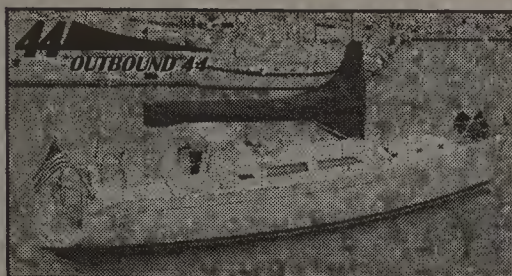
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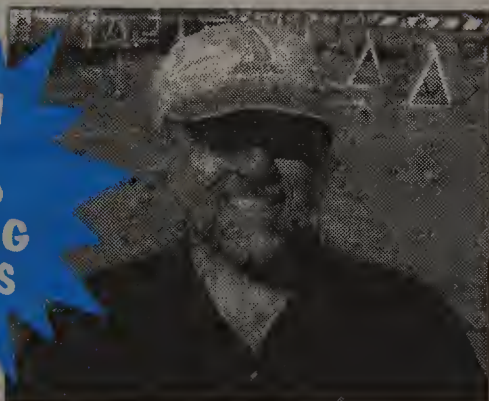
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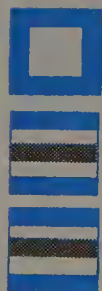
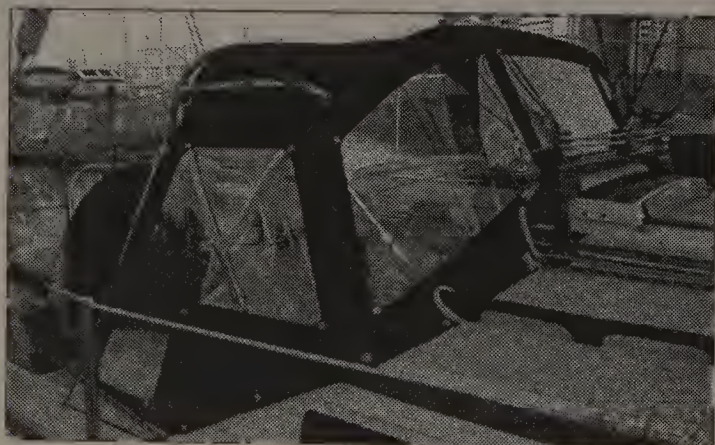
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LETTERS

you're suggesting that we made a factual error when it comes to API fees in La Paz, we beg to disagree. The boat in Ms. Bear's theoretical example came in at under 20 tons. If you go by the API rate sheet, it's plain as day that boats measuring under 20 tons are charged a flat rate. Yes, boats of more than 20 tons are charged on a per ton basis. If the theoretical boat had measured in excess of 20 tons, we would have used the per ton rate. But it didn't, so we didn't.

Perhaps we did go on a bit of a "tirade" against Ms. Bear and Shirley Middleton, but we felt our response was appropriate given the degree of lunacy — what else can you call it? — of their accusations. Not only could they neither read a simple rate sheet or calculate at a middle school level, but they also demonstrated an astonishing lack of common sense. Would a \$5,000 U.S. per year anchoring fee for a small boat strike you as a little high?

We don't object to negative observations about Mexican laws and practices. In fact, we've been writing about them for decades: the old requirement about boats having to leave Mexico every six months; about having to be 'attached' to a marina in order for the owner to fly back to the States; about each official interpreting the same law a different way; about the requirement to repeatedly have to check in with Port Captains and Immigration.

Are some of Mexico's laws and practices "pathetic"? Maybe. Maybe not. But we suggest that you double-check your cultural bias before you carelessly stray too far in that direction. Sometimes we Americans think that our logic and cultural perspectives are the only ones that have any validity — an arrogant view not shared by the rest of the world. In our opinion, there are lots of different ways of looking at things — including the status and implementation of laws and regulations. Certainly it's very different in Mexico than in the States, but ultimately it seems presumptuous to say the one not familiar to you is "pathetic".

You complain that recreational boats in Mexico are treated just like commercial boats. Of course they are, because Mexico doesn't recognize a distinction between the two! All vessels fall under the jurisdiction of SCT, which is the Department of Communications and Transportation. Folks like Terry Grossman, President of the Mexican Marina Owners Association, have been lobbying President Fox and the SCT to try to get them to realize that there should be a distinction between commercial and pleasure boats. Change comes slow to Mexico, but when Grossman recently suggested a flat annual cruising fee for recreational boats eliminating the need to check in with Port Captains, the honchos at the SCT reportedly said "hmmmm" instead of "no".

We don't have anything against cruisers protesting in Mexico — given two provisos. First, that some American cruisers get it through their sometimes thick skulls they have no inherent right to cruise in Mexico. The Mexican government can terminate that privilege at any time for no reason. Second, that protesting cruisers have a responsibility to all other cruisers to get their facts straight — something that rarely seems to happen in La Paz — before tearing into Mexico and Mexican policies.

↑↑MORE ON LA PAZ

Thank you for your response to the letter from Shirley Middleton of El Mojo — who had most everything wrong about the API, the amount of port fees boatowners have to pay, and who has to pay them. Thank you also for your response to Bill Morris of Saltaire, who had derogatory things to say about Mexicans, "North American cruisers", and checking in. I thoroughly agree with your answers to both of them.

As *Latitude* pointed out, there are good and bad people everywhere, and I wouldn't want anyone to get the impression that their aren't plenty of folks in La Paz who enjoy life aboard and ashore without pain and paranoia. In fact, these good people

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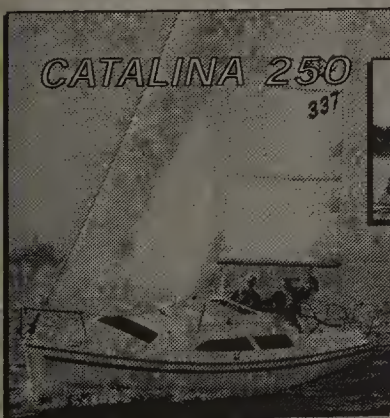
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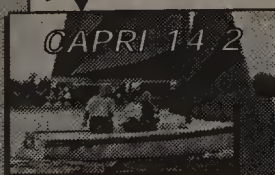
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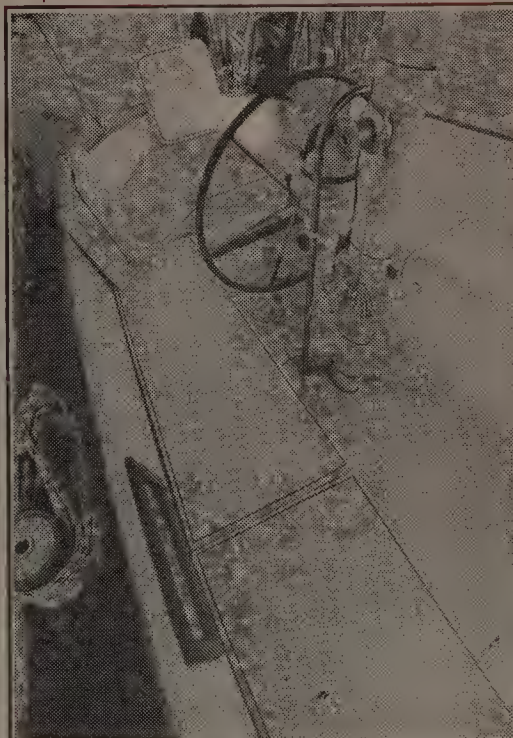
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LETTERS

are in the majority. Folks such as John Worth, Mike Guerin, Steve Graen, Reggie Brilliant, Tim Means, Steve and Yvonne Cooker, Wally Burr, Bill and Barbara Steagall, Claire and Russ Russell, Marguerite Brosing, Pete and Judy Peterson, Linda and Mike Mills, Wiley and Carol Stagg, Don and Adele Crownover, Larry and Betty Harmon, Joyce and Herb Pflieger, Paul Hurley, Bob Wolf . . . the list goes on and on.

Other than a shady boating past, I think there are two things these folks seem to have in common. First, they have learned a little Spanish. For folks coming down to Mexico, I cannot emphasize enough the importance of learning at least a little bit of the language. Secondly, these folks have friends not just among boaters, but also in the La Paz community. It is the community which gives you strength.

As for those who always complain, I think many of them have never been part of a minority — at least a racial minority — and think they are being picked on. It may just be that for once they're not part of the majority, and not always getting their way.

In any event, thank you for your continuing interest on what goes on in La Paz.

P.S. We are going to use your charter section to find a boat to charter in the Gulf Islands for this August.

Mary Shroyer
Marina de La Paz
La Paz, B.C.S.

Readers — Mack and Mary Shroyer built Marina de La Paz nearly a quarter of a century ago, and as a result of operating it ever since, have deep ties in the community. So whenever wild rumors start emanating out of La Paz, the Shroyers are a good source for finding out if the rumors are based on fact or tequila, and if there might be another side of the story.

HOODWINKED OR NOT?

After two years of cruising our Cal 39 *Joy Ride*, last August we shipped her back from Baltimore. She eventually found her way to Marina Bay in Richmond. It wasn't long before Contra Costa County sent a questionnaire wanting to know her purchase price and other information. In my reply, I stated that she had been out of the United States during all of '99 and didn't return to California until August of 2000.

I recently received a "Notice of Proposed Escape Assessment", assigning a personal property value for assessment years 1999 and 2000. I paid 1998 taxes to Marin County, and was excused by them from paying the tax in 1999. So I called the Contra Costa County Office of the Assessor. I was told that the State of California had cited them for not collecting the personal property tax on boats registered or documented in California, regardless of where they were located — so long as the owner continued to be a resident of California. The result is that I'm about to get a bill for two years of past property taxes.

Have you heard similar stories from other counties, or am I being hoodwinked by Contra Costa County?

Jim Ballou
Joy Ride, Cal 39
Novato

Jim — For many years now, county tax assessors have disagreed over the interpretation of the personal property tax law. Some say the tax isn't due if the boat is out of the state for more than six months a year; others insist that it's still due if the boat has been out of the country for 10 years. We find the latter interpretation to be putting money in front of principle, but you know how much government needs your money. If someone's boat has



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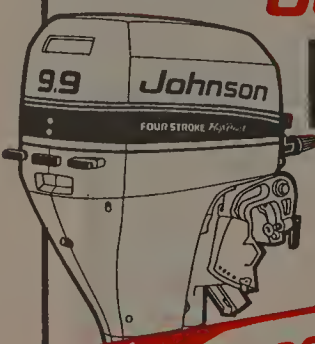
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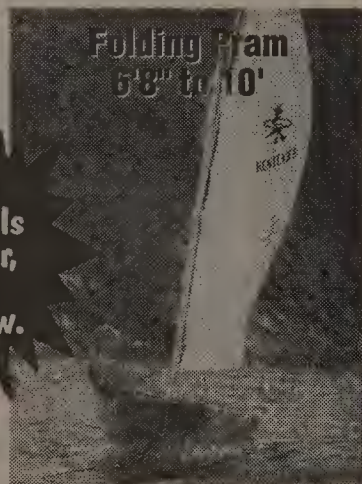
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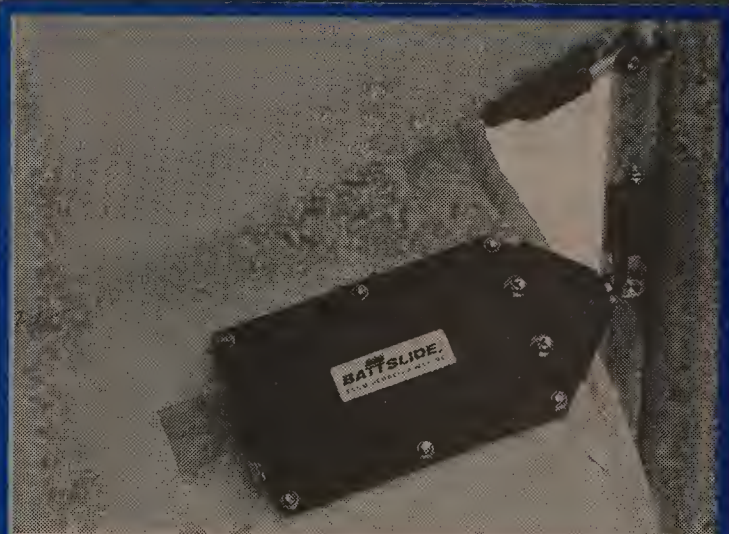
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LETTERS

been out of the country and they haven't paid tax on it for several years, we suggest they inquire about county policy before moving into a berth.

↑↓FOSSETT NEEDS A BIGGER STICK

While we were in Palm Beach this weekend shopping for a boat, we ran into Steve Fossett, who was lunching on the now trendy Clematis Ave. in West Palm Beach. When I asked him



where his mega-cat *PlayStation* was, he told me at Spencer's. I said that I'd just been at the Rybovich-Spencer Boatyard and must have missed her, as the only big mast I saw was on the maxi-megamotorsailer *Georgia* — which also has a humongous in-boom furling system. Fossett kinda of looked down at the ground and said, "Yeah, I was kinda bummed to come into the yard and see we didn't have the tallest mast around." I guess he's not used to being second — even when he's not trying to set a new record or win a race.

Fossett also mentioned that after *PlayStation* got some work completed, they would try to break the Miami to New York record, then the TransAtlantic record a few weeks later. By the way, he's a super, friendly, down-to-earth guy.

Jay Kimmal
Still Shopping
San Francisco

Jay — *Georgia*, one of the less attractive boats we've seen, reportedly has the tallest mast in the world — at this time. Bigger ones are coming, even though they won't fit under the Bridge of the Americas in Panama.

Are you sure you were talking to Steve Fossett? That comment sure doesn't sound like something he'd say.

A short time later *PlayStation's* crew was called to Miami for an assault on the record to New York. But when they got there, hairline cracks were discovered in the rigging, thus causing another frustrating delay.

↑↓BEFORE I COMMIT MY HULL

Before I commit my boat's steel hull to being painted with Devco's Bar-Rust 235 paint, I'd like to know how it compares with traditional hot zinc coatings.

Mark Nave
San Jose

Mark — The number of steel boats in the sailing community is very small. You'll probably get more and better feedback from commercial operators.

↑↓VESSEL ASSIST

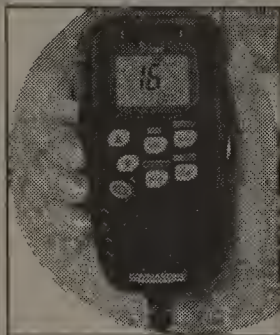
I'm a member of Vessel Assist, and have been paying my membership fees since March 2000. But our sailboat is berthed in Santa Cruz, and I'm very troubled by the fact that Vessel Assist does not seem to currently offer service here. And apparently hasn't for several months. Yet no mention of this was made

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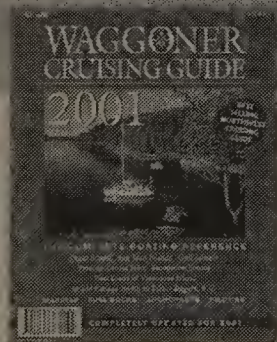
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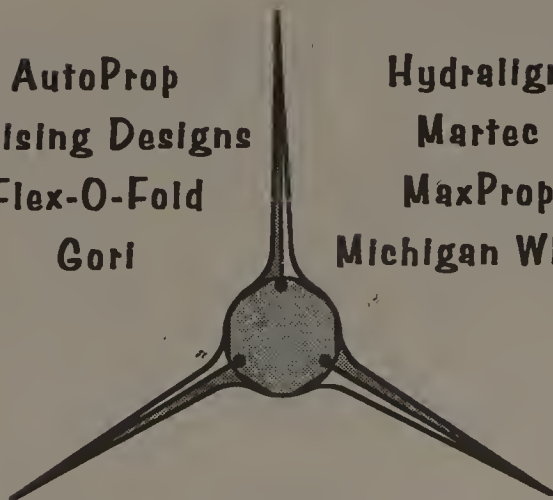
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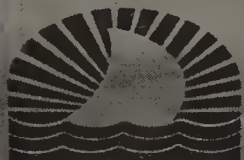


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LETTERS

when my renewal fees were solicited earlier this year, and I notice that additional members are still being solicited. When exactly was Vessel Assist going to let us know about their lack of services . . . when we were stranded in the middle of Monterey Bay?

To me it sounds like false advertising — if not fraud. When will there be service for Santa Cruz? Does it not seem fair that members who paid for the service but didn't get it should get a refund?

Don Conant
Palio
Los Gatos

Don — Dave Peck, Resource Acquisitions Director at Vessel Assist, tells us that they lost their Santa Cruz contractor in December, and didn't get a new one until mid-March. "We offered all our members the opportunity to freeze their memberships or get refunds until we restored the resource," says Peck. "Our new guy is doing a great job, having already handled about a dozen cases."

We asked Peck if this was a common problem nationwide. He said it was the first time it has ever happened to Vessel Assist.

↑↓SEA ANCHOR EXPERIENCE

Based on all the letters in the past, *Latitude* readers might be interested in our experience deploying a Para-Tec size 18, Cape Horn model, sea anchor.

My wife Joyce and I were 21 days out of Z-town aboard our home-built Atlantic 42 cat, having covered 2,791 miles with another 350 to go to Hilo, Hawaii. At that time, a combination of fatigue, equipment problems and rough weather made us decide to stop for awhile. It was blowing 28-35 winds from the northeast, and our autopilot couldn't hold a steady course when our boat surfed down the 15 foot seas at up to 17 knots. We were already double-reefed, but needed to put another reef in.

Then we got the bright idea of just parking for awhile to get some sleep. It would be the first time we ever tried the device. Our rode and bridle were as specified by Para-Tec, as I had them provide all of the line as well as the bridle — including toggles, shackles, thimbles and splicing. We deployed it and it worked as advertised. No problemo. We lay to the sea anchor for 20 hours — during which time the wind and seas abated, but only slightly — and got some much-needed rest.

It took us one hour to retrieve the sea anchor. We motored and winched up the slack rode until we reached the 60-foot buoyed trip line, then we hauled it in. It would have taken longer if we had tried to only winch the sea anchor back in without using the motors. It took us two more hours to repack the sea anchor and prepare for its next use. We just want to report that we followed the written instructions and it worked for us.

Michael and Joyce French
Mango Mi, Atlantic 42
Larkspur, Colorado

↑↓SANTA BARBARA HARBOR 'POLICE STATE'?

Things have changed in sunny and romantic Santa Barbara Harbor, as the Harbor Patrol has put out the call for money, guns and lawyers.

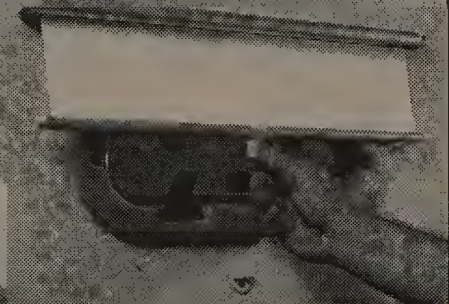
Money? Former Harbormaster Julie Hazard has been replaced by a dynamic new duo, but unlike Batman and Robin, these guys are fighting for more money and power. Given the harbor's massive budget, they obviously aren't splitting Hazard's former salary. As for fighting crime, they're going to computerize the marina gates to monitor every move you make, every breath you take, and every flush you create. Furthermore, they're planning to electronically limit access to your personal prop-

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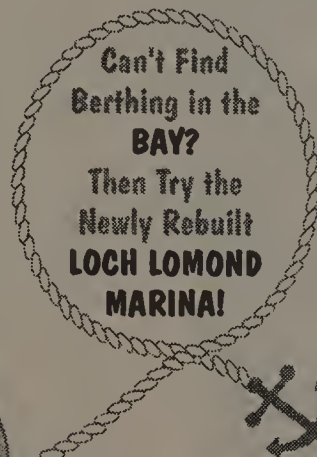
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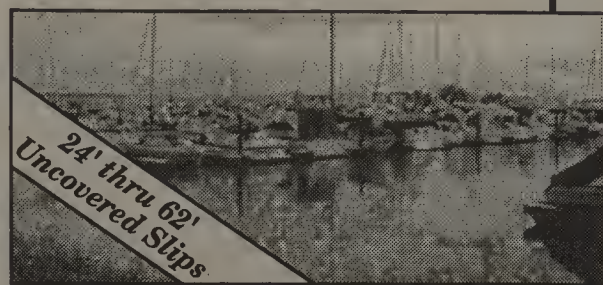
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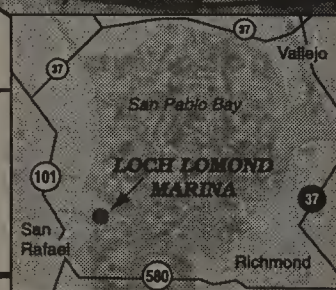
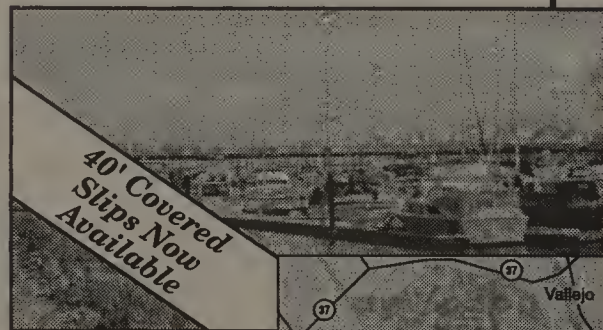
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LETTERS

erty, limiting non-liveaboards to three nightly visits to their boats a week!

The new 'Stalag Thirteen' gate system is not to fight crime, but rather to further cash flow. Santa Barbara Harbor has the gross national product — \$7.8 million — of a small Caribbean nation. Unfortunately, the harbor's 'Costa Nosta' spent \$8.5 million. So the new security system will be a financial and political spin under the guise of more money being needed for capital improvements. Transfer fees are expected to double, slip fees increased and, well, maybe pay toilets would help 'flush' the \$800,000 deficit.

Send guns. The Santa Barbara Harbor Patrol has a small flotilla — four — gunboats. Actually, the boats are unarmed, but every harbor patrol officer packs 'heat'. They're better armed than most U.S. Navy Seal teams on shore leave. Thankfully, they've never fired a shot in anger — although they supposedly pistol-whipped a former inebriated commodore of the Santa Barbara YC, and an innocent, long-haired, bearded cruiser bound for the Marquesas. Therefore, a carbon fiber bulletproof vest should be standard issue for any cruisers transiting Santa Barbara. It will help 'make your day.'

Send lawyers, Santa Barbara Harbor officials have stated, "I don't care what the lawyers say, around the harbor it's what we say that counts!" Expect to be assumed guilty before you're proven innocent. Expect your boat to be impounded if you don't pay your fees by noon. And as Sheriff Buford T. Puser of *Dukes of Hazard* fame said, "Ya'll have a nice day, yah heah."

Capt. Bear Kramer
USNR-R
Santa Barbara

Capt. Bear — We're just starting to look into the situation, so at this point, we just have a few observations and questions.

First of all, shouldn't harbor administration and law enforcement be separate entities? We're not experts, but it seems to us that harbor administration could be far more effectively — and economically — carried out through lifeguard-like positions rather than law enforcement positions. Private yacht harbors don't have armed police, so why should public harbors need them? Does Santa Barbara not have a police and sheriff department that can be called on the rare occasions that force is required?

We suggest that you folks in Santa Barbara do a comparison between the costs in running that harbor and a similar number of berths in a private harbor. We suspect that you'll be bowled over by the difference in staffing, pay and other costs. Based on our experience, everyone — from taxpayers to mariners — usually wins when marinas and harbors are operated by private companies. We suggest you look into getting the government out of the marina business.

Finally, the concept of the harbor patrol being able to monitor your every entrance and movement in the marina is indeed creepy. It's not surprising, however, as everywhere we look there seem to be more little hints of fascist-like policy, both from all levels of government and some businesses. There's a way around close monitoring, of course, just dinghy between the dinghy dock and your boat in the slip, just as we do between our boat when she's anchored out and the dinghy dock.

Latitude 38 welcomes all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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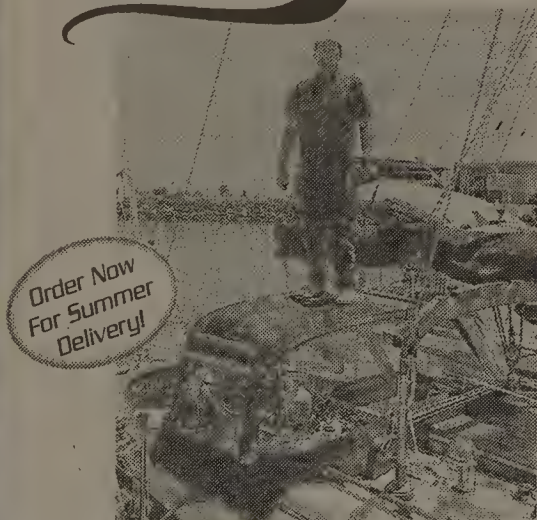
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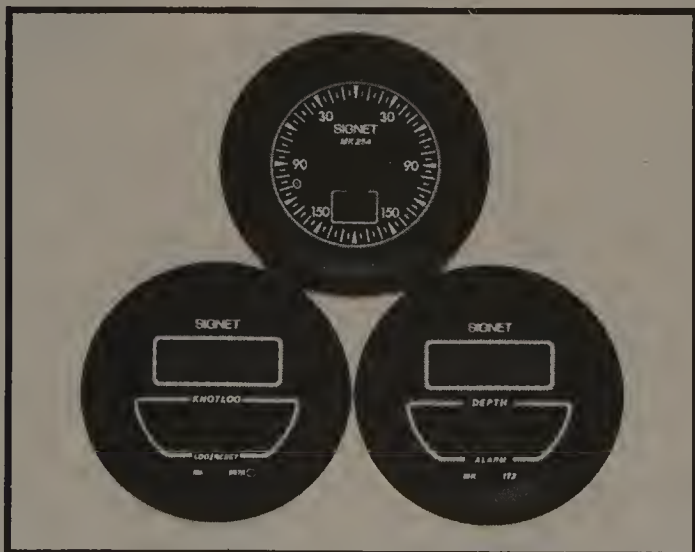
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LOOSE LIPS

Last but not least.

The 102-ft catamaran *Team Legato* finally pulled into Marseilles on Easter Sunday, April 15. She was the last of five



'Team Legato' finishes off Marseilles.

boats to complete The Race, the nonstop round-the-world dash for unlimited multihulls that started on December 31. Her time of 104 days and 20 hours rendered her finish unofficial (per Race rules, all boats must finish within 30 days of the winner, and *Club Med* arrived on March 3), but the crowds at Marseilles

made Tony Bullimore and his crew feel as welcome as the other four boats. *Team Legato*, the oldest boat in the race, was plagued by light air and/or gear problems the whole race, necessitating no fewer than four 'pit stops' along the way.

A few days later, over in Le Sables D'Olonne, the last boat in the Vendée Globe Race also sailed across the finish line. Pasquale de Gregorio in the Open 50 *Wind Communications* completed his journey in that singlehanded nonstop marathon in 158 days. Not only is that two months longer than the fastest boat (winner Michel Desjoyeaux finished on February 11 after 93 days), but de Gregorio was beaten by one dismasted competitor who stopped for 10 days to rig a jury mast — and was 'lapped' by all five competitors in The Race, which started a month and a half later!

Calling all hands.

If you've ever wondered how the San Francisco Maritime Museum manages to keep all the old ships at Hyde Street Pier looking so good with only a few full-time employees — well, why not grab some work gloves and mosey on down on the weekend of May 5-6 to find out. Yes, that's right. Much of the spit and shine evident aboard the *Balclutha*, *C. A. Thayer* and other ships is due to the time and sweat of volunteers.

If you want to show your support for our maritime heritage, but don't particularly want to skin your knuckles doing it, there are plenty of other ways to help out — recruiting, documentation, organization, accommodation, or even helping out with the Saturday night barbecue. As the flyers say, "Any assistance would be greatly appreciated." For more information, call Sue at the Volunteer Office, (415) 556-1613.

Did you know. . . ?

The fastest seamen of the early 19th century were sailors, but they weren't powered by the wind. They were whalers, whose 'Nantucket sleigh rides' behind harpooned whales could often approach 20 knots. This could also pull the fragile whaleboat miles from its mothership, whereupon the whale might bash it to pieces and get away, leaving the men to hold onto pieces and hope the other boats saw which way they went. Which come to think of it must have also made whaling one of the most nerve-wracking professions around, too.

Jet skis banned in National Parks.

In April, a federal judge approved a settlement to ban gasoline-powered 'personal watercraft' from all national parks and recreation areas by the summer of 2003. PWCs are already prohibited from operating in 66 of the 87 parks, recreation areas and seashores where motorboats are allowed throughout the nation. The decree by U.S. District Judge Gladys Kessler affects the remaining 21.

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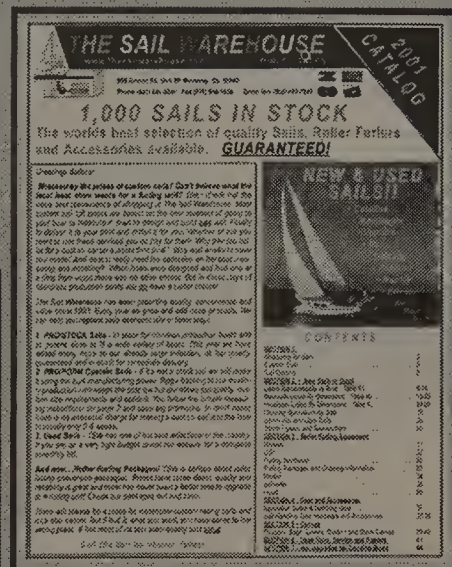
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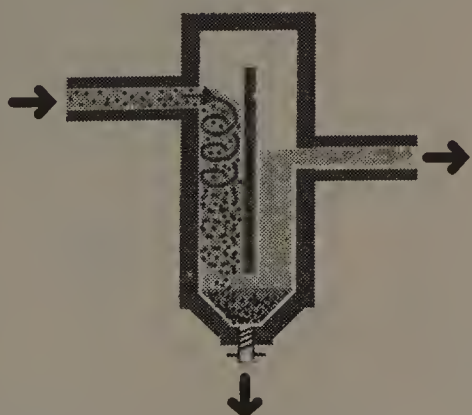
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LOOSE LIPS

Hip to be (in Red) square.

Being a longtime reader, I wanted to bring a copy of *Latitude* with me to Moscow. I had a very interesting 10-day visit with my

daughter, who works there. I didn't see any sailboats in the Moscow River, just tour boats, so I used the cathedral of St. Basil as my background for this shot.

I live aboard my Cheoy Lee Sea Child in Chula Vista, and look forward to the latest *Latitude* in the marina office. Keep up the great work!

— Bob Clark



Nike marathon.

From the always entertaining *Beachcombers' Alert* newsletter comes news that another invasion of Nike running shoes is poised to invade West Coast beaches.

Regular readers may recall the first such inundation in 1990, when several containers full of Nike running shoes fell off a container ship and broke open, spewing thousands of shoes into the mid-Pacific. Months later, they washed ashore on Oregon and Washington beaches in such numbers that swap meets were arranged to match rights and lefts into pairs. Sometimes discolored but otherwise little affected, most of the shoes subsequently lived out their usefulness as, well, shoes.

Now Northwest beachcombers are starting to see the landings of a whole new batch of Nike Cross Trainers. The containers holding these ones went overboard from the *P&O Nedlloyd Auckland* on December 2, 1999. Like those that went before, these sneakers are arriving singly and in lopsided ratios (3-to-1 ratio of rights to lefts in the Queen Charlotte Islands so far, for example). This is apparently due to the fact that rights and lefts 'sail' slightly differently — if any part of a floating object sticks out of the water, wind as well as current affects its rate and direction of drift. Also like the 1990 shoes, drift models indicate all the shoes coming ashore should do so between Oregon and Alaska. The rest will swing back out into the Pacific. None are projected to come ashore in California, but you never know. Trivia buffs may recall our *Sightings* item about the Northern California couple who found one shoe on the beach at Point Reyes. It turned out to be the only Nike of the bunch to land on California beaches.

If you do happen across a new-looking Nike on the beach, and the code number begins with 99, please let Dr. Curtis Ebbesmeyer know. Besides being editor of the *Beachcombers' newsletter*, he is also a scientist who studies ocean currents. He can be contacted by logging onto www.beachcombers.org.

North American Safe Boating Week — May 19-25.

Despite their increasing numbers, only 27 percent of boaters wear lifejackets all the time. And more than 80 percent of all boating fatalities are a result of drowning because — yes, you guessed it — the person was not wearing a lifejacket.

As if we don't nag you enough about this, the main goal of this year's North American Safe Boating Week will be to pummel you with statistics until you're a whimpering blob begging to wear a lifejacket. Well, maybe not quite. It's still worth your attention. For more, log onto www.safeboatingcampaign.com.

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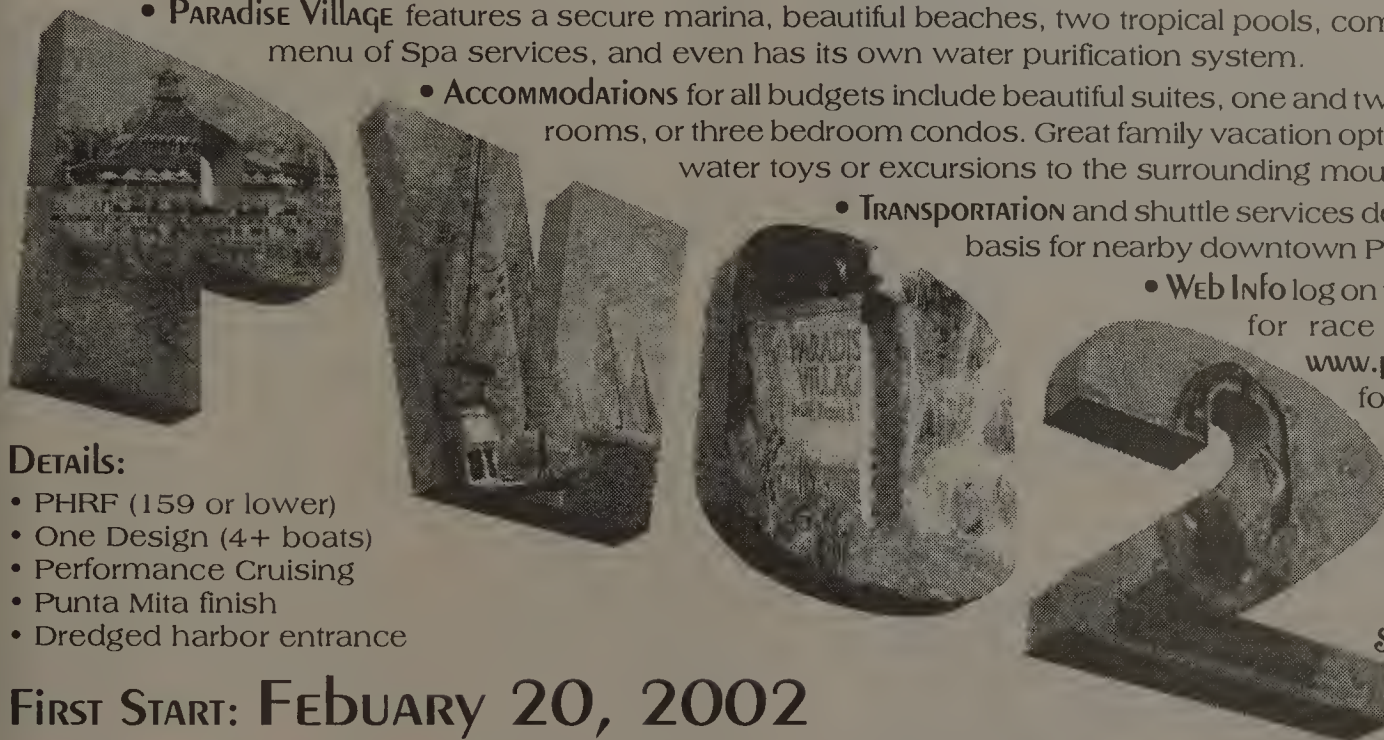
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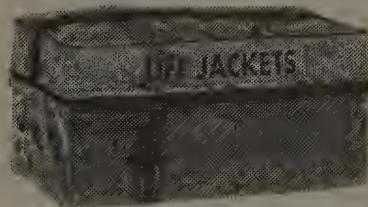
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LOOSE LIPS

Eight bells.

Bob Heifetz, one of the founders and the prime mover behind the Peace Navy, passed away in early April. He was 68.

It's hard to know where to begin with Bob. He grew up in L.A., the son of violinist and conductor Jasha Heifetz. At various times, Bob was a Professor of Urban Studies, a charter boat captain and a sailing instructor. His family owned the 62-ft Potter Ketch *Serenade*, which sailed in the same handicap division as some other once-great ocean racers. She carried sail number 'N 11' to *Santana's* 'N 9' and *Odyssey's* 'N 6'.

A couple of decades ago Bob decided that he'd rather do what he liked than what he had to (at least that's the story he told me). He quit a career in Urban Planning to sail. Bob was a popular and stalwart member of Lois's Cass's Marina crew. He taught sailing and enjoyed taking folks out for the classic San Francisco Bay daysail.

But the activities Bob should be best remembered for most were his passionate efforts behind the Peace Navy's on-the-water... well, 'adventures'.

The Peace Navy seems to have been started about 1983 by Bob and Tom Caufield. It was designed to be a 'force for peace' — as counterpoint to the 'real' Navy's force for war. Initially, its primary mission was to spotlight the waste and political folly behind having an intrusive military presence in Central America. Obviously, the annual Fleet Week activities were handy grist for this mill.

Bob organized annual 'actions' consisting of an alternate boat parade with banners and music on the Cityfront and sometimes in front of the reviewing stand. The parade included all kinds of craft from kayaks to large sailing vessels. It was never predictable or boring, and it always had an element of fun. The crowds on the shore would alternately boo and cheer, and things would wind down in time for the Blue Angels, which even the Peace Navy's participants seemed to grudgingly enjoy. "Yeah, it's nice," Bob would say. "But the expense! Couldn't we use the money for something more important — like child care or housing?"

It was hard to keep folks together for these kinds of events and he was always trying new methods of persuasion to get a commitment out of his troops. The most memorable event I can remember was about eight years ago. He got me to donate *Argosy Venture* (a 100-ft motorsailer ketch — *Ed.*) as a 'platform for a rock band.' It was supposed to be the SF Mime Troop Guerilla Band, but they couldn't do it (typical), so I talked Country Joe McDonald into coming along.

After the parade, as we circled the aircraft carrier anchored off Crissy Field that year, Joe and the band played *I Feel Like I'm Fixin' To Die Rag* — and the entire ship's crew sang along. It was neat, and loud!

Bob was a classy guy, charming, urbane and witty. I will even miss his phone message: "This is Bob Heifetz and the Peace Navy — please leave a message after the long and annoying beep."

— bill belmont

Sound of distant thunder.

Some goings-on down in Santa Barbara Harbor are making boaters increasingly concerned, if not downright pissed off. In a nutshell, it seems several agencies seem to be trying to re-vamp marina rules and regulations — both publicly and behind closed doors — to the detriment of berthers. Issues on the table include liveaboards, 'sneakaboards', transfer of slips and other concerns of importance to boaters up and down the coast. We'll have a full report on what's going on in the next issue.

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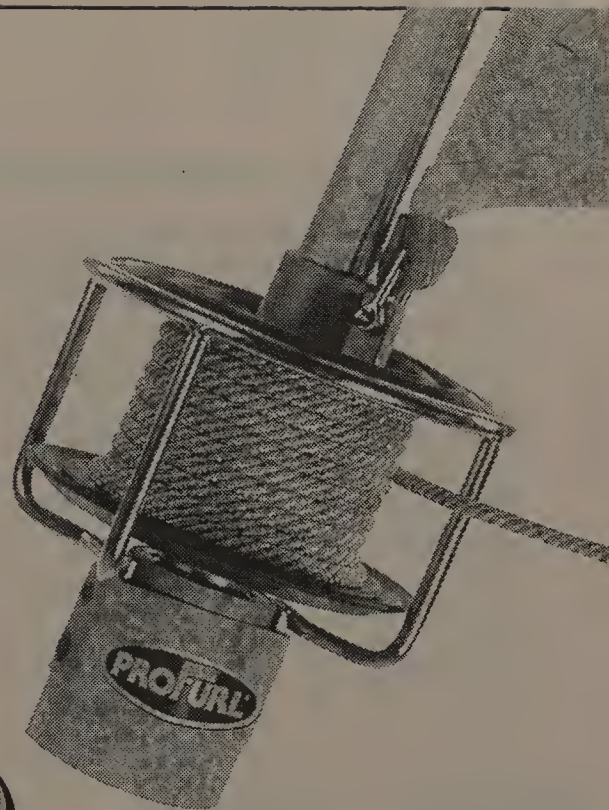
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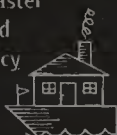
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SIGHTINGS

ellen, expo and ocean planet

There were many great events, seminars, displays and boats at last month's Pacific Sail Expo. Read about a few of them in a feature elsewhere in this issue. Right now, however, we'd like to celebrate two significant Expo events which dovetailed into one another: the appearance of British sailing phenomenon Ellen MacArthur, and the christening of Bruce Schwab's new Open 60 *Ocean Planet*. Both occurred on Wednesday, April 18, the first day of the show.

MacArthur is such a breath of fresh air in international sailing that she could finally put sailing on the map — even here in ballgame-jaded America. About as far from the arrogant techno-jock sailor as you can get, she is soft-spoken, and almost shy ashore. But get her on a boat and watch out. To refresh your memory, she emerged from relative obscurity to win the inaugural Europe One-Man Star Trans-Atlantic Race last year, and recently finished the brutal 24,000-mile Vendée Globe (nonstop singlehanded around the world) in second place. She sailed the '99 Fastnet on the 60-ft super-tri *Primagaz* and doublehanded across the Atlantic with French legend Yves Parlier. At only 24, she is

continued on outside column of next sightings page

new weather gadget for golden gate bridge

Sailors and sports enthusiasts rely heavily on the latest weather conditions. Because weather at the Golden Gate Bridge often foretells future conditions throughout the Bay, it represents a vital point for gathering data. But where does that data come from?

Not long ago, a pair of cup-and-vane devices stood at the center of the western

continued middle of next sightings page



ellen, expo, ocean planet — cont'd



Left, Ellen MacArthur christens 'Ocean Planet.' Above, Ellen and Bruce (with builder Steve Rander at left behind Ellen and designer Tom Wylie the tall fellow behind Bruce). Right, 'Ocean Planet' hit 27 knots on her delivery from Oregon.

LATITUDE/JR

the toast of European sailing, if not its new grande dame.

At a brief press conference, a short video reviewed how Ellen — raised in the English countryside far from the ocean — got hooked at age four when an aunt took her sailing. Later, while planning to attend university, she was stricken with a prolonged illness. Her recovery at home coincided with the Whitbread Round the World Race, which she followed on TV. "That was it for university," she noted with a smile. "I knew what I wanted to do." She saved her pennies, bought and prepared her own boat for the Mini-TransAt (sleeping under it at night) and the rest is history.

(More information — and a full-length video of Ellen's amazing story — are available via her two websites, www.kingfisher.com and www.ellenmacarthur.com.)

A good example of her humble demeanor is evident in how she answered a couple of the 'big' questions. . .

Press: "How does it feel to be the biggest celebrity in sailing?"

Ellen: "I don't know! I'm just like everyone else here. I just like to sail."

Press: "What does your success mean to women in sailing?"

Ellen: "I think what it means to everyone — not just women — is that if you have a dream, you can make it happen."

Scuttlebutt's Tom Leweck said it well when he observed,

"This modest and unspoiled young lady is without question the best thing that has happened to our sport in a long, long time." Ronstan founder Alistair Murray put an exclamation mark on that comment when, in introducing Ellen at a reception, he noted she may well be the next woman who, like Cher and Madonna, *needs* only one name to be instantly recognized.

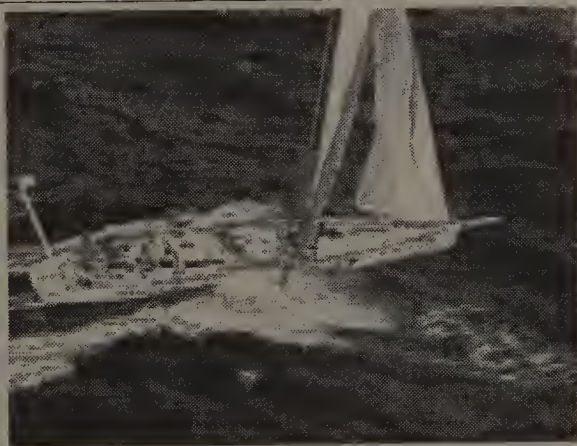
We hope so.

After the champagne flowed under the big top, everyone moved out onto the dock where the bubbly flowed over *Ocean Planet*. Regular readers will know *OP* is the Open 60 conceived by longtime local sailor and rigger Bruce Schwab and designer Tom Wylie as Northern California's entry into the world of serious shorthanded ocean racing. Cold-molded of wood veneer (and funded entirely from private donations) by Steve Rander's Schooner Creek Boat Works in Oregon, *Ocean Planet* sailed south to the Bay only a few days before the show started. She's an amazing machine that we will feature in depth in an upcoming issue. But for the show, who better to christen the boat than Ellen, whom Bruce had met when he covered the start of the last Vendée Globe for *Latitude*.

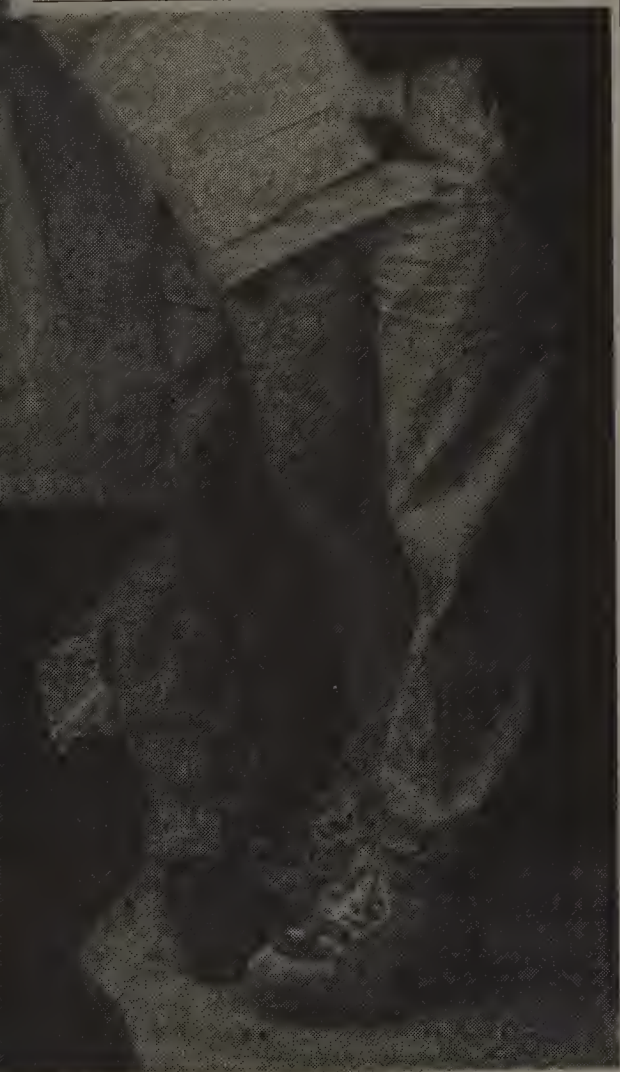
"Bless this boat and all who sail in her — especially Bruce!" said Ellen before shattering the bottle of champagne against the stem of the new *Ocean Planet*. For more on this local grass-roots effort, log onto the new website at www.oceanplanet.org.

The good vibes set a tone for the show that even a couple of rainy days could not dampen. We hope you enjoyed it as much as we did.

LATITUDE/JR



COURTESY OCEAN PLANET



let's talk with the bcdc

Over the years, careful readers of *Latitude* may have detected hints that we're not the biggest fans of the BCDC (Bay Conservation and Development Commission). All right, we'll confess to having editorially pounded away at them for nearly a quarter of a century. And for what we believe is good reason.

In the middle of April, we received a very cordial email and later a telephone call from Will Travis, Executive Director — meaning head honcho — of the BCDC. He suggested that we should get together so that the BCDC "can improve its relationship with the boating community." We told him that we thought it was a fine idea.

We have a long list of issues we're going to raise: The concept of boats being 'Bay fill'; agonizing experiences trying to get permits; the situation in Richardson Bay; the lack of berths; endless delays in minor projects that render major facilities useless; 'midnight dredging' done by government operated marinas frustrated with the BCDC permitting process; lack of representation by mariners; lack of knowledge by commissioners; unequal enforcement of regulations; cozy relationships with certain commissioner-related law firms; and getting permits on the fast track.

If you're a mariner, marine business or marina that has issues — past or present — with the BCDC that you'd like us to put before Executive Director Travis, email us at richard@latitude38.com before May 25, the sooner the better. Please keep them short and to the point. We'll need a return email address in case we have questions, but we'll protect your identity if you wish.

We're not sure if this meeting is going to lead to anything, but it never hurts to try.

jade — a gem of a cruising boat

Form rarely follows function in a more pleasing manner than with racing sailboats, whose lithe, crisp lines denote strength and speed. Unfortunately, the maxim isn't always so flattering at the cruiser end of the spectrum, where boats sometimes look like floating garage sales with performance to match.

There are exceptions, of course. One of the most dramatic we've seen in recent years is Dewey and Darlene Hines' lovely 68-ft *Jade*. This is one cruising boat that both evokes and deserves the second glances she gets.

Jade's good breeding is the result of Hines' nearly 50 years of sailing. The former Commodore of the St. Francis YC (1997) started sailing way back in the '50s in Star boats. Hooked from the beginning on competition, he moved up, down and sideways to fleets as diverse as Snipes, 505s, Etchells and big boats. His resume currently includes sailing as local knowledge in 28 Big Boat Series and 13 or 14 Mexican Races. Hines is a man who knows what it takes to make a boat go fast, and appreciative of a boat that responds to such knowledge.

Rewa was not one of those boats. When Hines "half-retired" as a developer of mini-storage facilities a little over a decade ago, he and Darlene bought the 1968-vintage 65-ft S&S and went cruising. They spent eight years on the go in Mexico, Hawaii and the Pacific Northwest. Although *Rewa* proved a comfortable and reliable boat, Dewey could not come to terms with her performance — or rather lack of it. Her 80,000-pound bulk rarely exceeded 8 1/2 knots, and she was about as nimble as a Muni bus with a couple of flat tires. So, five years into the cruise, he and Darlene started designing their *next* cruising boat.

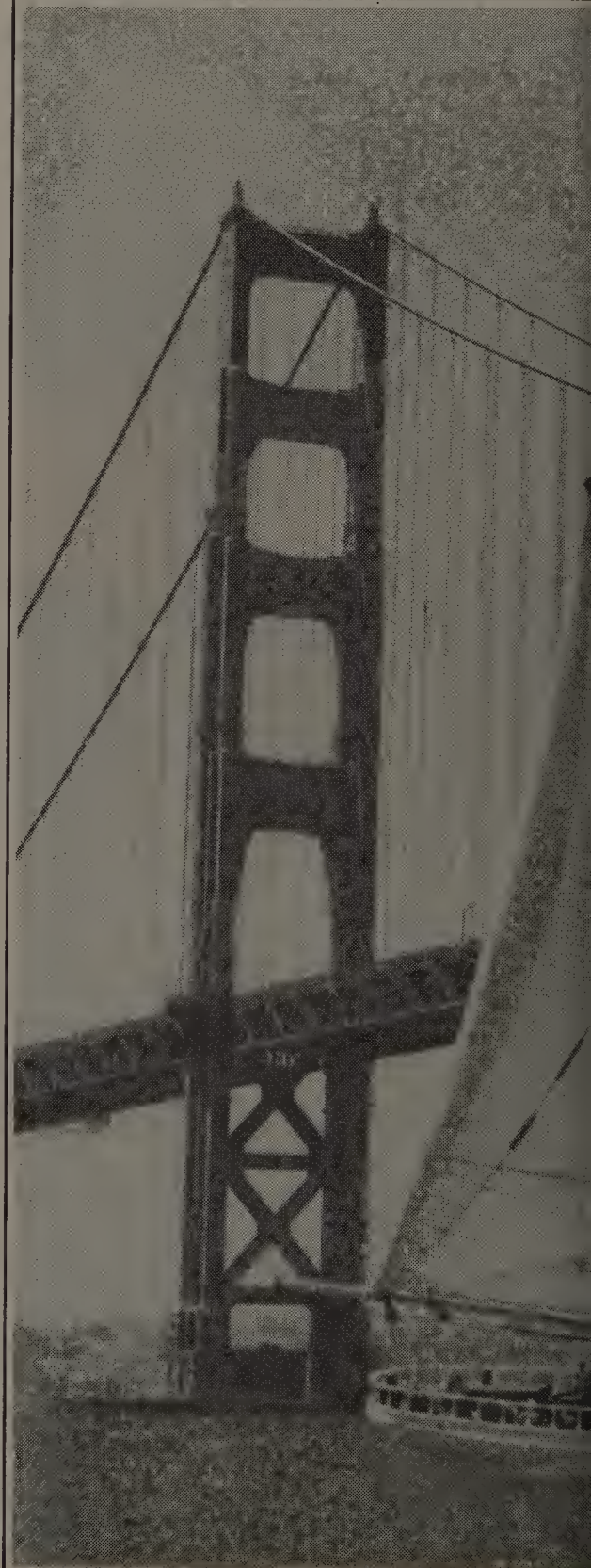
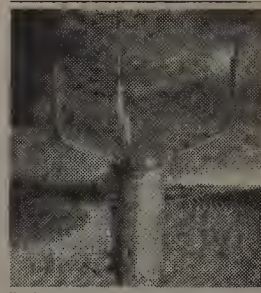
The concept that became *Jade* began as a compilation of notes, drawings and lists of things they wanted to change or improve from *Rewa*. This was augmented with trips to the big boat shows in Miami and Annapolis, where they took pictures, talked to people, and got more ideas. For example, the galley on *Rewa* was down the starboard aft passageway, 'around the corner' from the companionway and cut

continued on outside column of next sightings page

new weather

side of the bridge to collect weather readings. Recently, they were replaced by a trident-shaped device, whose three prongs point straight up.

The new instrument is a Handar 425. It works by measuring an ultrasonic 'tone' between the equilaterally-spaced prongs. Each tower alternately



gadget — cont'd

sends and receives data to and from the other towers. By measuring the time it takes for sound to travel between each tower, both wind speed and direction are computed. What has made this device so attractive to the National Weather Service (NWS), which operates and maintains it, is that there are no moving parts. This

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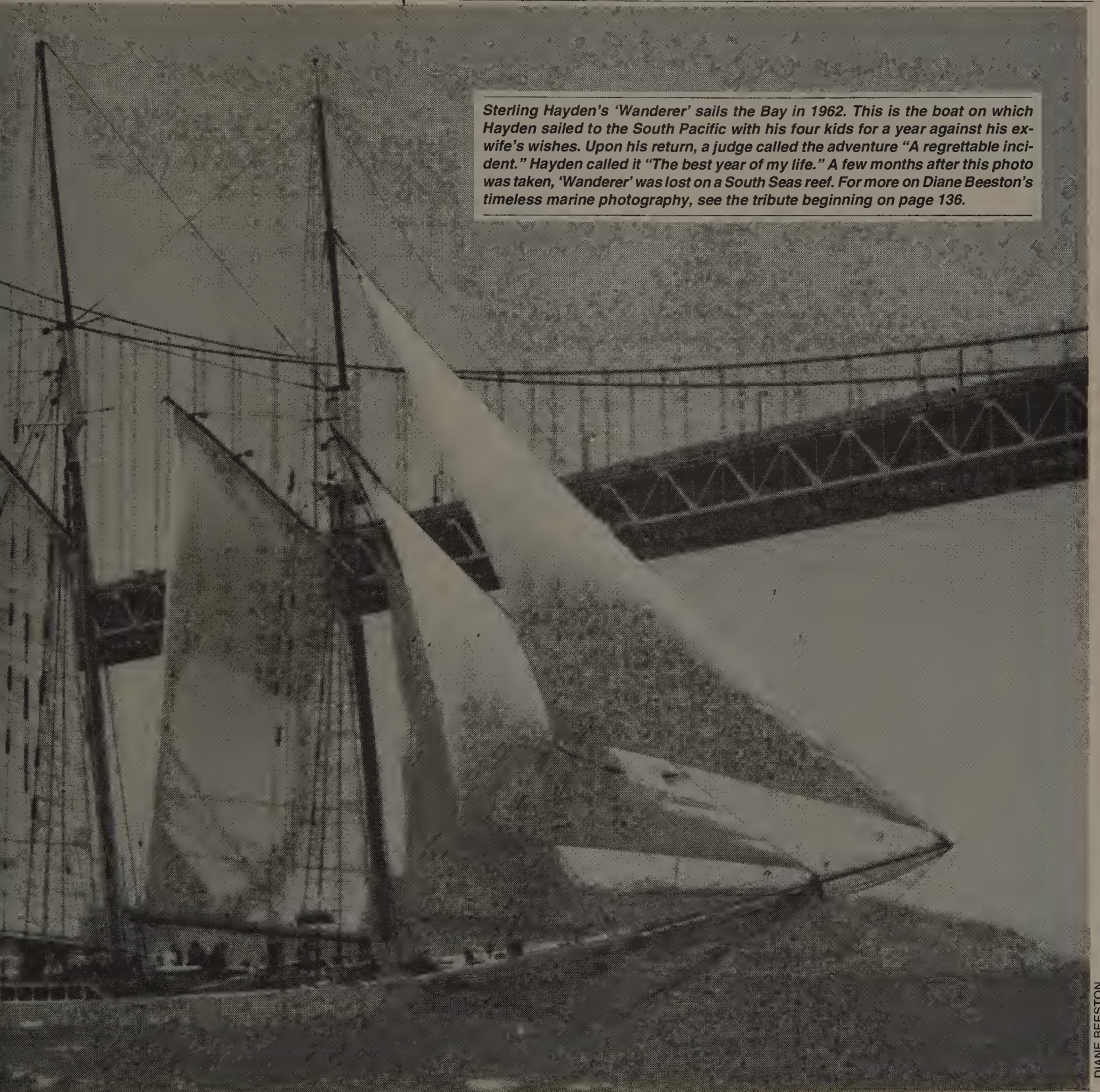
jade — cont.

off from the main salon. In the new boat, Darlene wanted the galley to be in the main part of the boat where she could stay more involved with guests. For his part, Dewey wanted half again the speed of which *Rewa* was capable. And of course the whole package had to be easily controlled by just the two of them.

Tom Wylie provided the design for the boat. It was built over a 2.5-year period at Jim Betts' shop in Truckee and launched in January of this year. The name — and color — comes from a paint can. "We tossed

continued on outside column of next sightings page

Sterling Hayden's 'Wanderer' sails the Bay in 1962. This is the boat on which Hayden sailed to the South Pacific with his four kids for a year against his ex-wife's wishes. Upon his return, a judge called the adventure "A regrettable incident." Hayden called it "The best year of my life." A few months after this photo was taken, 'Wanderer' was lost on a South Seas reef. For more on Diane Beeston's timeless marine photography, see the tribute beginning on page 136.



DIANE BEESTON

SIGHTINGS

jade — cont'd

around a lot of names, but when I saw 'Jade Mist' on this can of paint, that was it," smiles Hinès.

Jade's hull is aluminum. Almost every other major structure in her deck and interior is a composite sandwich of foam and fiberglass — up to 2 inches thick in places on the deck. The result is a very stiff yet light structure with minimum weight above the waterline. The boat is 16.5 feet wide, draws a diminutive (for her size) 8 feet and displaces slightly less than half the weight of her predecessor *Rewa*.

Innovations and clever 'variations on the theme' abound. A bulb keel is connected to the hull by a steel fin that doubles as the fuel tank.

continued on outside column of next sightings page

new weather

decreases maintenance by 50%, requiring technicians to make only two annual trips to the Bridge.

Unlike the windvanes it replaces, this device sends data by both radio and telephone. This provides the NWS, located in Monterey, dramatically improved weather tracking capabilities. They receive radio transmissions every second and their computers are updated every 30 minutes. The old instrument provided data only



gadget — cont'd

twice daily, which left them helpless to intercept strong weather patterns.

The Bay Area now sports a number of Handar 425s. Besides the Golden Gate Bridge, you can spot them at Angel Island, Pigeon Point, the Marin Civic Center, and on the roof of the Oakland Museum. You may also have spotted them atop some IACC boats in New Zealand during the last America's Cup regatta.

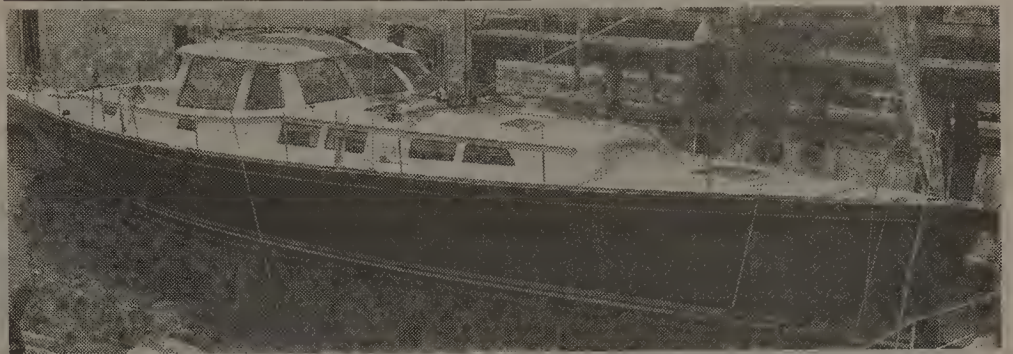
— ross tibbits



LATITUDE/JR

jade — cont.

The anchor windlass is out of sight under the foredeck. Laptop-size repeater screens for the navigation instruments replicate the nav station above-decks so a second person doesn't have to shout out coordi-



Above, 'Jade' cuts an unmistakable profile even at the dock. Left, Dewey Hines on the boat's back porch.

nates (or squint to see them). A canvas/kevlar 'sunroof' opens to let light and air through the 'hard top', yet is strong enough to walk on when closed. The easy incline of the companionway steps are much more reminiscent of a stairway than ladder. The interior walls are all finished in muted white epoxy for lightness and ease of cleaning. Despite being only three feet longer overall, the boat has 30% more usable space below than *Rewa*.

The heads both have large, walk-in showers with no fiddly glass doors or mildew-magnet plastic curtains. An ice cube maker will keep drinks refreshed and eliminate those long walks down a hot dock with rapidly-melting bags of ice. The heads are water-jet models made by Headhunter — minimal water use, odor, noise and maintenance. A carefully placed and sized hatch over the galley allows provisions to be passed directly below instead of having to be carried the usual way up, down and over the obstacles on deck.

One big surprise below is the apparent lack of guest berthing. *Jade* features only one extra cabin forward with a double berth. "We like being by ourselves," explains Dewey. "We don't cruise with many guests aboard."

Topside, the self-tacking jib is activated by an electric furler. Particular attention was paid to the main, which rides on a Ballenger mast and specially designed boom. "The biggest physical challenge on a boat this size is furling the main," says Dewey. Make that *most* boats this size. On *Jade*, the main literally helps stow itself. The big, five-batten sail falls into place via (otherwise) disappearing lazy jacks and is secured on the boom with built-in sail ties and a 'permanent' sail cover that zips into place. Very neat.

The most prominent departure from the norm on *Jade* is her huge 'back porch'. This is where the boat's rigid-bottom inflatable will eventually park on a special cradle that raises and lowers it into the water. In the wings of the porch is a centralized shore power station where the shoreside water and electrical umbilicals connect. Creative valving allows Dewey to run the boat's water system on shoreside pressure — and the tanks will always be full and ready for departure at all times.

Although she has been sailed some, *Jade* has yet to be out in conditions that will prove her pedigree. Hines thinks she will be capable of 12 knots or better off the wind without much trouble. He has sailed her enough to report the achievement of one goal: "She feels like a sailboat," he says. Iron wind is provided by a 155-hp Cummins diesel that can power the boat at nearly 11 knots or cruise her almost 2,000 miles at 9.5.

All in all, we think *Jade* hits more home runs than Barry Bonds at a slow-pitch softball game. It'll be a kick watching her shake down this summer on the Bay (we'll bring you a sailing photo in an upcoming issue), and almost a shame to see her leave when the Hineses take off cruising again this fall. The good news is, the rest of the world will get a good look at how well form can follow function in a cruising boat.

SIGHTINGS

use it or lose it?

The situation in San Francisco Bay — and Southern California — is that it's getting very difficult to find a berth. In the more popular locations, it's virtually impossible. When the demand for energy exceeds supply, there are blackouts, such as we've had this spring. Some folks get their juice cut off. Similarly, when the demand for berths exceeds the supply, some boatowners or would-be boatowners get cut out.

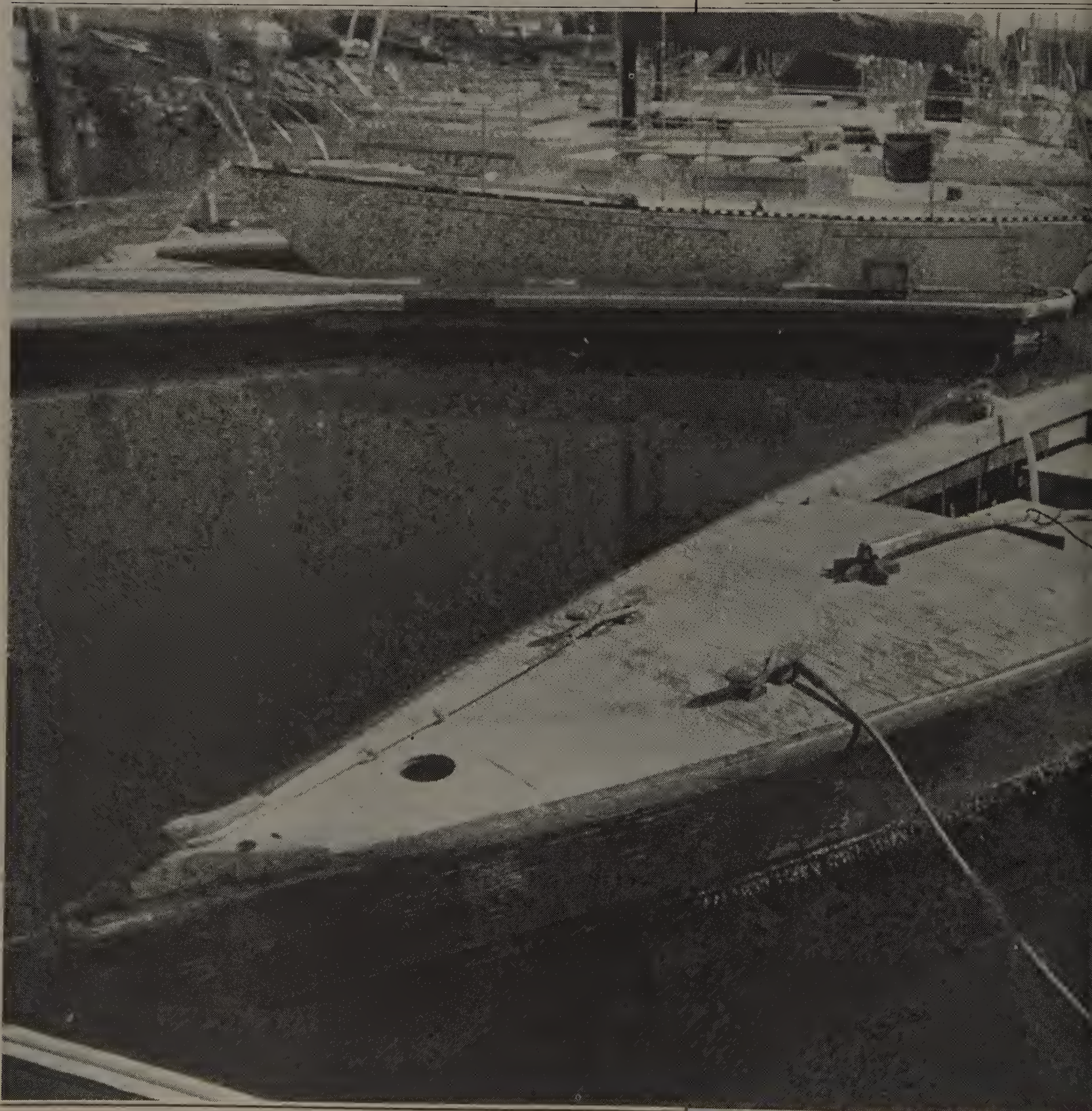
Given this lack of berthing, we and others are starting to philo-

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america's cup

The next VBD (very big deal) in sailing is not a high-tech round-the-world race or tallship gathering or mega-boat show. It is the America's Cup Jubilee, a celebration so unprecedented there may not be another like it for 100 years.

For starters, the August event in Cowes, England, will feature *all* the sur-



jubilee

living yachts to ever race for the Cup, all the surviving skippers and many of the surviving crew and designers, up to and including the legendary 94-year-old Olin Stephens, whose fabulous J-Class *Ranger* won the '37 series. A small sampling of just the skippers scheduled to be in at-

continued middle of next sightings page



Every marina has them, but should boats like this be ousted or charged more than boats that get used regularly?

LATITUDE/JR

use it or lose it? — cont'd

sophically consider who should get berths, and who should lose out — or at least get relegated to a berth in a less popular area.

Historically, the right to a berth has always gone to those who have had them before. There's a lot to be said for that, of course. But there's an entirely different outlook that can be taken. One could make a strong argument that marina slips are intended to be used for recreation and access to the water. Therefore, those who use their boats the most — or at least a minimum amount — should have priority access to them. Those who don't use the slips for their intended purpose should get lower priority.

One of the main 'other' uses for boats is as residences. Given the horrendous housing situation in Northern California, this is perfectly understandable. Nonetheless, should somebody who uses a boat slip exclusively as low-cost housing be allowed to 'deny' others access to the water? It's a troubling question.

There's also the matter of boats that are rarely — if ever — used. This frequently occurs in public marinas where the berth rates are very low compared to nearby private marinas. The San Francisco Marina is one example. The Ala Wai in Honolulu is another. If you have visited these places over the years, you've likely noticed that the same boats — many of them quite old and run down — occupy the same berths year after year after year, and have never left the slip.

Why do such people hang onto the slips? They're too cheap to let go. For example, we know boats in the Ala Wai that for years have been used exclusively as storage facilities. And why not, when a 40-foot slip in the Ala Wai costs less per month than a 4x4-foot space in a commercial rental facility?

We're interested in what you think. Should people get priority to slips based on how much they use their boats and/or in the manner they are used? For example, does a guy who uses his boat 50 times a year have a greater right to a prime berth — say in San Francisco Marina — than a person who only uses his boat once a year? Should the folks who hardly ever use their boats as boats be relegated to more outlying areas such as San Leandro or Vallejo? Maybe those who use their boats the most should get a discount. Or those who use them the least should have to pay twice the normal berth rate. And what about liveaboards? Should liveaboards who don't frequently use their boats as boats lose their right to liveaboard? At least in the prime areas close to the Central Bay? We want to hear from you — and we're sure we will!

pirate attacks on cruisers

Two documented pirate attacks on cruisers have taken place in different parts of the world in the last two months. Here's a look at each.

gulf of aden

Two of three yachts traveling together in the Gulf of Aden were attacked by pirates on February 23. Both of British registry, they were Geoff and Chrissie Linter's catamaran *Ocean Swan* and Paul Hawton's *Shady Lady*. Here's an abridged version of the Linters' report:

"*Ocean Swan* was towing *Shady Lady*, with a third buddy boat, *Mi Marra*, about a mile away. We were enroute from Mukalla in Yemen to Djibouti. Just after dawn, approximately 6 miles offshore at 13°48' N and 48°13' E, we were being passed by three 30-foot open boats about a mile off our starboard side. When the boats had pulled abeam, all three approached *Ocean Swan* at speed. One vessel opened fire with automatic rifles, causing damage to our foresails, furling gear and rigging. The boat firing on *Ocean Swan* came alongside in a manner that caused damage to the yacht's topsides. One of the other vessels came alongside briefly, then it stood off a short distance. The third vessel went alongside *Shady Lady*, the sailboat we were towing.

"Three men with automatic weapons and knives boarded *Ocean Swan*

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SIGHTINGS

pirates — cont'd

and demanded that we stop. The leader of the group, a fit man about 5'7" wearing tan clothing that looked as though it may have been a uniform, entered the cabins demanding money from Geoff while another man held a knife to Chrissie. After they were given all the money onboard, they proceeded to ransack the boat, taking cameras, radios, bikes, cigarettes, binoculars and other items of value. After approximately an hour, they were persuaded to leave. Neither Geoff nor Chrissie were physically harmed. Paul Hawton of *Shady Lady* reports that pirates took \$50 and a VHF radio from him. Nobody was physically harmed on his boat, either. *Mi Marra*, about a mile ahead, was not boarded or directly attacked.

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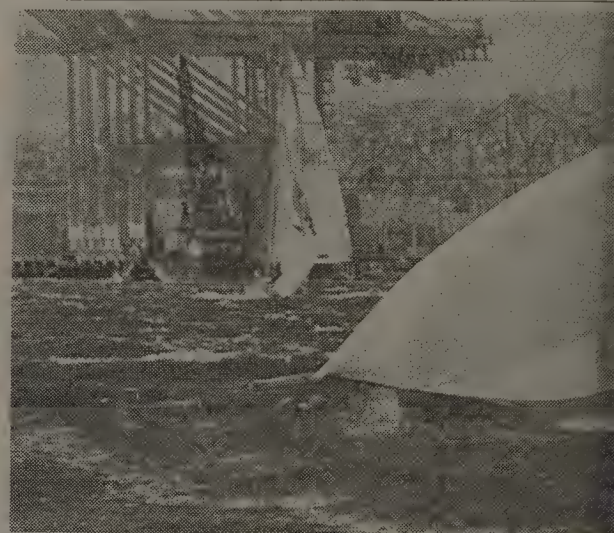
america's cup

tendance: Bill Ficker (*Intrepid*, 1970), Ted Hood (*Courageous*, 1974), Ted Turner (*Courageous*, 1977), Dennis Conner (three-time winner, two-time loser), Bill Koch and Buddy Melges (*America³*, 1992) and Russell Coutts (*Team New Zealand*, 1995, 2000).

A last-minute addition to the boat roster was the wing-keeled 12-meter *Australia II*, which in 1983 became the first yacht to remove the Auld Mug from American shores. A last minute anonymous backer



Shake it to the left, shake it to the right — The J/105 'Lightwave' performed several spectacular broaches in the Estuary during April's J/Fest Regatta. The crew was so busy getting back under control they didn't even notice us recording every embarrassing moment.



jubilee — cont'd

made the trip possible. It's said the boat had to be removed from museum status in Perth for the event — and she'll be returned there never to sail again at its completion. Winning 1983 skipper John Bertrand will even be at the helm during planned racing events, along with many of the original crew. "We'll be out there to win, just as we were in 1983," said original campaign manager Warren Jones.

Look for regular updates on the Jubilee in upcoming issues.

pirates — cont'd

"All three of the vessels were 25 to 30 feet long, wide, old, diesel powered, poorly maintained, and had wooden fencing stakes around the boat to support cargo. They had flat sterns with outboard rudders. There was no evidence of extra fuel being carried on deck, making us suspect they were local boats with limited range. A total of five men were aboard the boat that attacked *Ocean Swan*. Other than the leader, they were about 20, although the youngest may have been 16. The man from the second boat, who boarded *Shady Lady*, wore Yemeni attire. All of the pirates appeared to be from Yemen.

"After the pirates left, many attempts were made to raise the alarm. *Mayday* messages were broadcast by *Ocean Swan* on all known SSB distress frequencies, but no reply was received. After some time, a



message was relayed by other yachts to Salalah Port Control in Oman. Later in the day, a message about the incident was sent to Mukalla Port Control. We continued through the night to try to get a message to Aden Port Control, but without success.

"Prior to our arrival in Aden, we were able to contact friends. They made a preliminary report to the authorities and sent up an Inmarsat distress signal. From then on all hell broke loose, and the various authorities, the British Consulate, and the French Navy were all notified. News spread like wildfire on the radio.

"We've now had a day of visiting the authorities, filing reports and trying to calm everyone down. We will probably get stuck here in officialdom for a few more days, but hope to escape soon to continue the trip. We want to stress that we are fine and that apart from the loss of possessions, are none the worse for wear. We have had tremendous support from the yachting community and a good response from the authorities. People have been so kind we've been knocked out."

For the last several years, by far the worst piracy against yachts has been on the approach to and in the Gulf of Aden, which yachts must pass through to get to the Red Sea and then the Med. Prior to the attack, yachts have been convoying to discourage attack. But as this most recent attack was against three boats, the pirates are clearly not afraid of taking on more than one boat at a time.

Trinidad

On March 20, the sailboat *Lorna* was attacked by pirates near Punta Toleta, Venezuela (10°44.6' N, 62°22.1' W). During the attack, skipper Bo Altheden was shot. Here's the story as relayed by Bo's wife, Vivi.

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ALL PHOTOS LATITUDE/ROB

pirates — cont'd

"About 12:30 p.m., *Lorna* was motoring from Isla Margarita to Trinidad. The weather was fine, with sunshine, five knots easterly wind and very little swell. We had sailed from Isla Margarita on Monday, March 19 at 5 p.m. The plan had been to visit the Venezuelan islands, but the weather was not inviting; the easterly wind roared in the rigging day after day. The thought of going back to Trinidad against strong winds and heavy seas made us cancel the trip to Isla Blanquilla and Los Roques. Early Tuesday morning (March 20), the weather was beautiful, no wind and very little swell. We decided to keep on motoring; hopefully we would reach San Francisco Bay in the afternoon.

"By mid-day, when I was occupied serving lunch in the cockpit, my husband Bo said, 'There's a fishing boat coming up.' I stood up and saw a small *pirogue* coming from behind us at high speed. I then sat down and let Bo deal with the fishermen before we had lunch. Bo went out on the gunwale to talk to the fishermen while I sat in the cockpit. I was unable to see very much because of the dodgers. *Lorna* is a steel ketch with a center cockpit, and the cockpit is well covered by a bimini top and dodgers.

"I heard Bo say, 'No cigarettes. No smoke.' The next thing I heard was a shot! Bo came into the cockpit, screaming in agony, and slumped down. I helped him get down into the cabin, where he collapsed on the floor bleeding from a bullet wound in his back, on the left side below his waist. At the same moment, four men with guns boarded the yacht and entered the cockpit and cabin. I retreated into the salon while two of the men stepped over Bo and the third sat in the hatch. A fourth man was on the deck and another was in the *pirogue*.

"According to Bo, the men had started making hand signs asking for cigarettes at a distance of about 100 yards. They came closer and shouted for cigarettes from about 75 yards distance. Bo was a little suspicious, as he could see no fishing gear in the boat and all the men sat facing *Lorna's* starboard side. The *pirogue* came closer and, about 25 yards from *Lorna*, the men took out their weapons, which had been hidden under rags. At that time, Bo turned to go down into the cockpit and turn off the autopilot to steer away. Immediately, the *pirogue* accelerated and one man fired his revolver from about 20 feet away. Bo knew he was hit because he felt like he had been kicked in the back, and he saw a cloud of smoke from the gun. He thought that this was it; he would never survive. The bullet went through the hip bone, ripped open the colon and stopped near the pancreas. Internal bleeding and infection was the result of this.

"In the cabin, a short stocky man started asking for jewelry, using hand signs. They all spoke Spanish. Then the short man wanted *moneda*, money, and *armas*, weapons. We carry nothing of what they asked for. They did not believe me and they all started opening cabinets and tearing things out. They were extremely aggressive, and I did nothing; I was paralyzed from seeing my husband bleeding and obviously in pain. I was moaning and crying. One of them took a kitchen knife and threatened to cut my throat. Except for the revolver, the weapons looked old and homemade. One of the men was wearing a complete face mask: a cap covering his head to his neck with holes for eyes and mouth. His weapon looked like a shotgun with a short barrel, but it was very old or maybe homemade. They wore shorts, T-shirts and jackets. The short man was quite dirty, while another was taller and slimmer and was very neat. He was also very cool and calculating, pointing the gun at me every time I tried to get closer to my husband. The short, stocky man was evidently the leader and he was extremely aggressive, pointing his revolver at Bo when he tried to lift his head. His eyes were protruding, and his movements were jerky.

"They started collecting whatever they could find and filled a thin sleeping bag with the items. They just threw things into it in a jumble: the Canon 1S binoculars, four pairs of sandals, fins and snorkels, a sailing jacket, my inflatable life vest, a searchlight, a handheld depth-sounder, a small compass, a Sony Walkman, chewing gum, whatever

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cruiser injured

Singlehander Grant Todd was badly burned when his Hans Christian 48 *Koonawarra* exploded, burned, and sank



Grant Todd.

off the coast of El Salvador on the pitch black night of March 26. He might well have died had buddy-boaters not come to his aid.

Originally from Cairns, Australia, Todd had lived in California for many years. For the past two to three years, he had been cruising the Sea of Cortez and the Pacific Coast of

Mexico. On the morning of the 26th, *Koonawarra* left Barillas Marina in El Salvador in company with Barry and Kathy Devine on the *Tayana 42 Joss*, and Dale Moore and Kathleen Murphy on the *Island Packet 37 Karina D*. They were bound for 210-mile distant Bahia Santa Elena, Costa Rica. At about 9 p.m., forty-five miles into the trip, Barry heard an explosion and turned to see a fireball to seaward of his position. When hailed, the crew of *Karina D* said they were fine, but there was no response from *Koonawarra*.

Both buddyboats rushed toward the glow of the fire. Arriving about an hour and half later, they found *Koonawarra* totally engulfed in flames, the mast down, and burning debris everywhere. Todd was in the water nearby. "I'm over here!" he shouted initially. Then, "For God's sake, don't run me over!" Todd was wearing a lifejacket and holding onto jugs for extra

david clark

Intrepid circumnavigator David Clark departed Cape Town, South Africa, on April 11. In his last report before we went to press, he was about 800 miles from St. Helena and was hoping to arrive there in a little over a week. Clark reports the new boat, *Mickey*, is performing very well, though making slower-than-normal progress because of a broken roller furler. (All he can fly forward is a storm jib.) He will stay in St. Helena only long enough to repair the furler and reprovision.

Regular readers will recognize David

in boat explosion

support.

Todd was taken aboard *Karina D* with the aid of a Lifesling — a painful experience with his burned arms, he reported later.

Upon their return to El Salvador, Todd was initially taken to the Salvadoran Navy Hospital. Within about 15 hours of the accident, he had been flown to the Army Hospital at Fort Sam Houston in Texas, which has one of the best burn facilities in the United States.

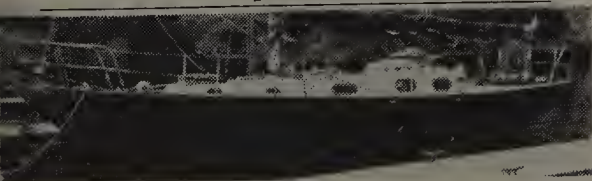
Although Todd suffered burns over 18% of his body — primarily his upper body, face and ears — he was thankfully not in as bad condition as we were led to believe when this story was first reported in *Lectonic Latitude* in early April. He did not, for example, suffer scorched lungs, and the only broken bone he suffered was his kneecap.

According to Bay Area marine surveyor and longtime friend Kent Parker, Todd received excellent care in Texas, and rallied rapidly. He was transferred to another top burn clinic in Irvine — much closer to home — on April 18. He was able to eat 'real' food for the first time a few days later, and at this writing was progressing so well that doctors were not sure he would need skin grafts.

Exactly what happened aboard *Koonawarra* that night is still unclear. Todd has not spoken about it and, out of respect, Parker has not asked. "He'll talk about it when he's ready," figures Kent. Until then, we wish Grant Todd a speedy recovery and hope to see him out sailing again soon. We also hope this story makes all sailors pause and think a bit longer when lighting stoves, fueling, working with electrical items or doing anything else that could result in a potentially explosive situation.

underway again

as the subject of a number of *Sightings* articles over the past two or three years.



'Mickey.'

He's the septuagenarian who hopes to become the world's oldest official circumnavigator. As you'll know from the March

continued middle of next sightings page

pirates — cont'd

they could find laying around. They asked for liquor and I gave them three bottles of rum and some beer cans. Then I wanted them out of the yacht and said 'finito!' making hand signs that they should go. I also asked for *las tarjetas*, the credit cards, which they could not use. They threw them back but kept the little purse with bolivars worth about US \$15. The little, stocky man carefully tore off all the microphones he could find, ruining the loud-hailer and the two VHF sets. Fortunately, he did not see the microphone for the SSB radio.

"They all retreated to the aft deck. When I went out in the cockpit to look at their boat, they pointed their guns at me and made signs that I should sit down. When they left, I could see the little *piroque*; it was white with a green stripe and a big black smudge on the rear end on the starboard side: no name, no number. It had a big gray outboard, probably a Yamaha.

"I attended to my husband who was bleeding and perspiring. He crawled out into the cockpit where I made him as comfortable as I could with pillows and covered him with a sheet. He was conscious and told me to activate the EPIRB. After that, I tried the handheld VHF, but received no answer. We met a Venezuelan fishing boat (about 50-ft). I got their attention by waving a sheet. They came closer and I explained in Spanish that my husband had been shot by *banditos*. I asked them to please call Trinidad. There was no response. They turned away and went west. *Lorna* was running under autopilot, and I used the computer charts to set the course. I got the bearing for the waypoint, adjusted the autopilot so our COG (course over ground) was the same as the bearing. I spent very little time on navigation. I tried 2182 on the SSB, but got no answer. I tried all the frequencies I could find in our list of different nets. I turned the knob trying to find a frequency where people were talking. Finally, I realized that this was not working — no one would help us. About 3 p.m. I found a frequency (14303) where I could hear voices. I went to 14000 and could read the voices clearly. I called: 'Break, break, *mayday, mayday!*' and there was a response from Eric Mackie on Trinidad, who was listening while preparing the weather forecast on TV6. I had no idea who was speaking. I was just so relieved to find someone to talk to.

"An hour passed and I suddenly realized that it would be dark before we could get any help. The Trinidad and Tobago Coast Guard needed permission to enter Venezuelan waters to assist us; this was taking time and Venezuela was not being cooperative. About 6 p.m., we saw a patrol boat coming to meet us at 10°46.1'N, 61°55.1'W, and over the HF radio we were told to turn around and go with the swell. The patrol boat wanted to board us, but I considered this impossible in the heavy swell, about six to nine feet. I wanted them to launch their big rubber dinghy and take it alongside *Lorna*, but they did not respond to this suggestion. Bo told me that it was the Venezuelan Coast Guard. We decided to turn around and go for Trinidad. Fifteen minutes later the Trinidad and Tobago Coast Guard arrived. They launched their dinghy, and two paramedics came on board. After that, two seamen came to help me take *Lorna* to the sound between the Chacachacare and Huevos Islands. There Bo was transferred to the Coast Guard vessel at 9 p.m. They took him to the Coast Guard station in Stauble Bay, where a waiting ambulance brought him to St. Clair Medical Center. The two seamen and I brought *Lorna* to Stauble Bay, and they helped me to tie her up.

"A car took me to the hospital where I talked to Bo and paid the deposit for the hospital care. By 1:30 a.m. Wednesday morning, I was back in Stauble Bay and the Carenage Police were there to interview me. About the same time, Dr. Fung Kee Fung started the operation which saved Bo's life. The operation lasted five hours. We want to thank Eric Mackie (9Z4CP), the Trinidad and Tobago Coast Guard, Dr. Fung Kee Fung, Coral Cove Marina, Constable Seepersad at the Carenage Police Station, Jesse James of Members Only, and all the wonderful people around us."

SIGHTINGS

baja ha-ha ocho

What do the folks in the following list have in common? Rick and Maureen Gio of the Sebastapol-based Freya 39 *Gypsy Warrior*. Big John Folvig of the Daytona Beach-based Andrews 72 *Elysium*. Jan and Signe



Mai and Volker Dolich are doing their first Ha-Ha aboard the Sausalito-based Marquesas 56 catamaran 'La Dolce Vita' before continuing on to the South Pacific.

Twardowski of the Gig Harbor-based Sundeer 64 *Raven*. Bob and Bonnie Fraik of the Tiburon-based Santa Cruz 52 *Impulse*. Kirby and Pam Coryell of the Lafayette-based Tayana 48 *Island Time*. And half the crew of the Surfin' 63 catamaran *Profligate*. The answer is they all did last year's Baja Ha-Ha — and are just some of those who are planning to do it again this fall.

The Ha-Ha is the 750-mile Cruisers' Rally from San Diego to Cabo San Lucas, with stops after 360 miles at Turtle Bay, and 240 miles farther down at Bahia Santa Maria. If you include everything from the West Marine Kick-Off Party in San Diego to the Corona Beer Awards

Party in Cabo San Lucas, the event covers two weeks. But the actual sailing is from October 30 to November 9.

The Ha-Ha is open to boats 27 feet or longer that were designed for and have been maintained for ocean sailing, and that are crewed by two or more people. While the waters between San Diego and Cabo are normally relatively benign in early November, all entries must be prepared for the possibility of major storms. Offshore sailing is not a low risk activity. The event is open only to those who would have been sailing to Cabo San Lucas anyway, and in no way is an offshore hand-holding service. While there is a certain amount of safety — and danger — in numbers, each entry is expected to be entirely self-sufficient in all respects.

The primary goals of the Ha-Ha — which was founded by *Latitude* but is now owned and managed by an entirely separate company — are making the passage safely and developing friendships with other cruisers and locals. While times are kept and sailing is encouraged, motoring is allowed for safety and comfort, and the competitive nature of the event is barely perceptible. In the mind of the Wanderer — who will once again serve as the volunteer Grand Poobear — everyone who makes it across the finish at Cabo Falso is a big winner. Check out www.baja-haha.com to see photos of some of last year's 450 or so champs.

The Grand Poobear will conduct a roll call each morning, and boats can check in via either SSB or VHF via fleet relays. Thanks to Qualcomm and Globalstar Satellite Systems, the official communications provider of the Ha-Ha again this year, there will also be a professional weather forecast each morning. This phone satellite phone service will also allow the Poobear to send back photos each day for posting on the *Lectronic Latitude* website.

Love to party and get wild and crazy? So do we — but only at the right time and place. The Ha-Ha is neither. So if you're looking to swizzle tequila, chase girls and dance naked, you need to book a flight to Ibiza. Nobody has anything against folks enjoying a drink or two at the parties, and we all like to dance and play volleyball on the beach. But the Ha-Ha always has and always will be about G-rated, responsible fun. Just ask anyone who has done one. What anyone does at Squid Roe in Cabo after the Ha-Ha, of course, is their business.

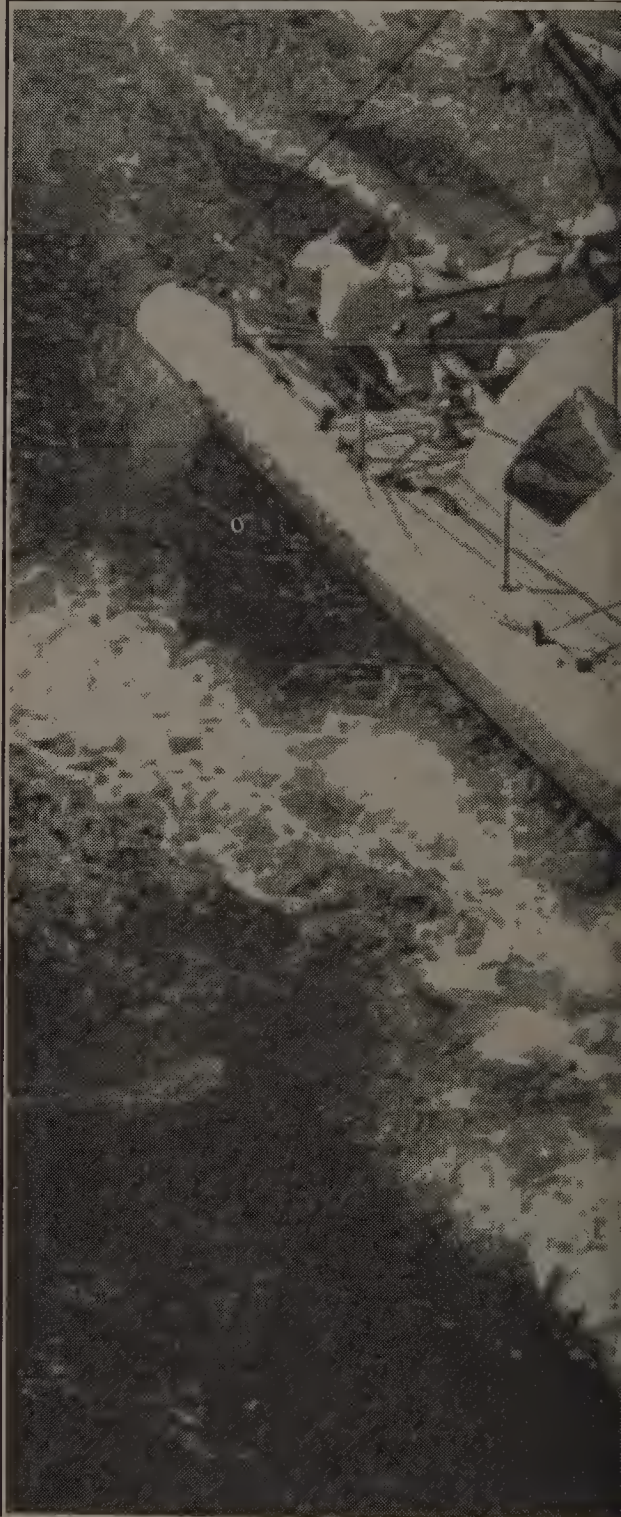
To receive an entry pack, send a \$15 check made out to Baja Ha-Ha, Inc., along with a 9x12, self-addressed, stamped (\$1) envelope to Baja Ha-Ha, 21 Apollo, Tiburon, CA 94920. Don't try calling, because there is no telephone. And don't send by certified mail — we hate having to go stand in line at the post office as much as anyone else. Regular mail only, please — your cancelled check will be your receipt. The entry fee for ha-ha VIII is \$250 per boat. There are \$50 discounts for

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david clark

and April issues, Clark suffered a major setback to that goal when his 44-ft steel cutter *Mollie Milar* flooded and sank in horrific weather on February 8, a day out of Cape Town. Clark was rescued within hours, but his faithful companion Mickey, a West Highland terrier, was lost.

David's resolve to finish the voyage never dimmed. With the help of his many sponsors, friends and family at home, and especially the many friends he's made in South Africa, within a few weeks of the loss of *Mollie Milar*, he had acquired another boat, a 34-ft Lello sloop that he re-



— cont'd

named Mickey.

Originally, David hoped to sail back into Fort Lauderdale — thereby completing the circumnavigation which began in December of 1999 — on May 17, his 77th birthday. He now hopes to 'tie the knot' on or about July 1.

Readers can keep up with Clark's progress at his website, www.dclark.com. We'll also run regular updates in upcoming issues. Until then, we wish David fair winds, following seas — and happy birthday!

ha-ha VIII — cont'd

boats under 35 feet and owners — not the owner's kid — under 35 years of age. This is a little more expensive than last year, but as you'll see from the article following this one, it's a bargain when compared to similar events. Plus, you get a lot of stuff, including a couple of T-shirts, a couple of hats, the *Latitude First Timers Guide to Mexico*, the Ha-Ha program, navigator's beverage coolers, croakies and some other stuff — and a tote bag in which to carry it all. In addition, Ha-Ha participants are usually able to get discounts on berths — when available — and on other products and services. The price also includes the Halloween costume kick-off party, a couple of beach parties, a little food and even some beverages. All in all, it's a pretty good deal, and last year over 400 sailors had themselves a fine time.

The actual entry packs — which will include flyers and discount

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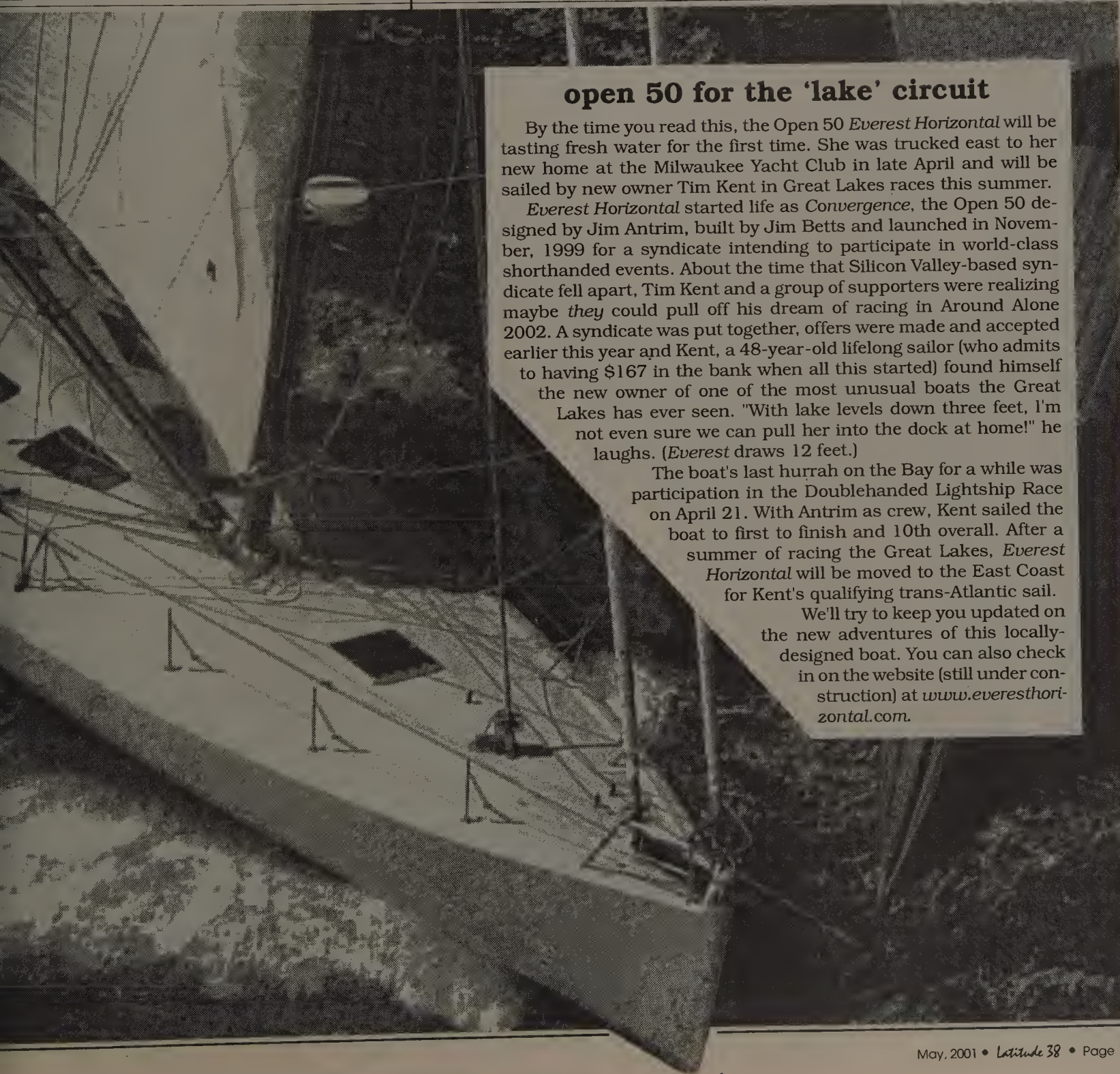
open 50 for the 'lake' circuit

By the time you read this, the Open 50 *Everest Horizontal* will be tasting fresh water for the first time. She was trucked east to her new home at the Milwaukee Yacht Club in late April and will be sailed by new owner Tim Kent in Great Lakes races this summer.

Everest Horizontal started life as *Convergence*, the Open 50 designed by Jim Antrim, built by Jim Betts and launched in November, 1999 for a syndicate intending to participate in world-class shorthanded events. About the time that Silicon Valley-based syndicate fell apart, Tim Kent and a group of supporters were realizing maybe *they* could pull off his dream of racing in Around Alone 2002. A syndicate was put together, offers were made and accepted earlier this year and Kent, a 48-year-old lifelong sailor (who admits to having \$167 in the bank when all this started) found himself the new owner of one of the most unusual boats the Great Lakes has ever seen. "With lake levels down three feet, I'm not even sure we can pull her into the dock at home!" he laughs. (*Everest* draws 12 feet.)

The boat's last hurrah on the Bay for a while was participation in the Doublehanded Lightship Race on April 21. With Antrim as crew, Kent sailed the boat to first to finish and 10th overall. After a summer of racing the Great Lakes, *Everest Horizontal* will be moved to the East Coast for Kent's qualifying trans-Atlantic sail.

We'll try to keep you updated on the new adventures of this locally-designed boat. You can also check in on the website (still under construction) at www.everesthorizontal.com.



SIGHTINGS

ha-ha VII — cont'd

offers from various sponsors — won't be sent out until June 1. (If you're a business that wants exposure to cruisers outfitting their boats, contact richard@latitude38.com before May 20.) The deadline for entries will be September 1. We're looking forward to having fun sailing south again this fall with Rick and Maureen, Big John, Jan and Signe, Bob and Bonnie, Kirby and Pam — and you, too!

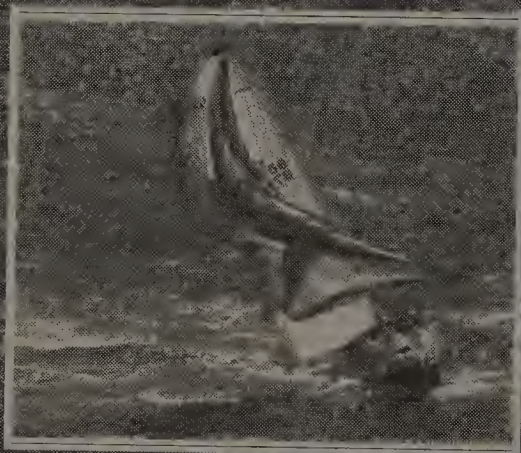
what's it cost to rally and race?

If you've ever wondered what it costs to participate in various events, the information below might help. We're assuming the boat entered is a 40-footer with four crew. Because each event usually includes some

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short

SAN FRANCISCO BAY — A recently published study indicates that eating seafood caught in the Bay is relatively safe. The three-year study, conducted by the state Department of Health Services, found that 90% of the individuals who catch and eat fish from the Bay do so at levels estimated to be within the state's recommended health advisory guidelines. The Regional Water Quality Control Board is currently developing plans to reduce the levels of contaminants in fish further, but since the contaminants are the result of

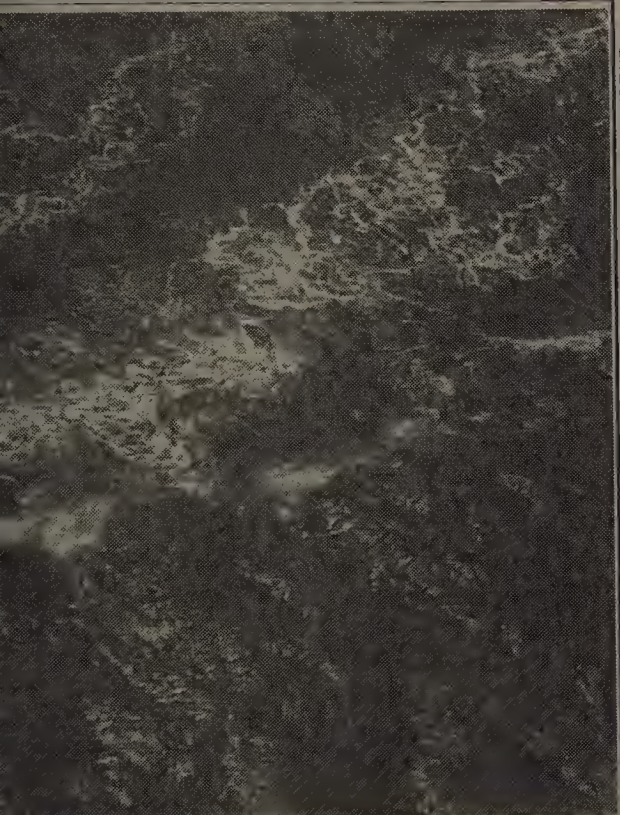


sightings

about 150 years of intense human activity, the results of these plans may not be felt for decades. The primary 'bad stuff' in Bay fish are high levels of mercury and polychlorinated biphenyls, whatever those are.

The bottom line: Don't exceed consumption levels indicated by the California Office of Environmental Health Hazard Assessment. It recommends limiting the consumption of most types of fish caught from the Bay to no more than two

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ALL PHOTOS LATITUDE/JR



If April showers bring May flowers, then April sun must bring sailing fun — these images are from the Doublehanded Lightship (spread and upper inset) and Resin Regatta (above).

rally/race costs — cont'd

freebies, from parties to shirts, it's impossible to make exact comparisons, but it will give you a rough idea.

\$0 — Banderas Bay Regatta, out of the Paradise Marina near Puerto Vallarta. The entry fee for three days of strictly cruiser racing on lovely Banderas Bay is *nada*. However, it costs about \$65 U.S. per person for four nights of free drinks, finger food, entertainment, and a sumptuous awards dinner. It's false economy to miss this one.

\$0 — Sea of Cortez Sailing Week. A week of cruiser fun starting in La Paz, but mostly taking place at Caleta Partida. The emphasis is on social activities on the beach.

\$30 — Ditch Run, Stockton YC. Not a bad price for 65 downwind miles of unusually warm sailing for Northern California. Good price, great fun.

\$30 — Midnight Moonlight Madness. Angel Island to Vallejo and back. Free hot soup for those who finish in time. It makes no difference if you're a racer or not, this one's a kick.

\$40 — Silver Eagle Long Distance in the Bay Race. Sixty-seven miles of reaching fun. Another fun race for soft-core racers and cruisers.

\$70 — Big Daddy Regatta, Richmond YC. Three Bay races over two days, plus a great party or two. Serious fun.

\$90 — Newport to Ensenada Race, 121 miles to potential oblivion at Hussongs. Hundreds of entries for one of the world's sailing classics.

\$250 — Baja Ha-Ha. Two weeks of mostly mellow cruising to Cabo under the warm Mexican sun. It's unusual in that there are two stops along the way for rest and socializing. The average fleet is between 100 and 120 boats.

\$400 — Antigua Sailing Week. Five days of racing, and as many nights of wild partying as you can stand. Price does not include mandatory stay at Betty Ford Clinic when it's all over. There are usually about 240 boats, about half of which are charter boats.

\$600 — Singlehanded TransPac, San Francisco to Hanalei Bay, Kauai. A rite of passage for West Coast singlehanders with arguably the most beautiful finishing destination on earth.

\$650 — West Marine Pacific Cup, San Francisco to Kaneohe Bay, Oahu. Ten days to two weeks of non-stop reaching and running. Great fun after the finish. Always sells out. The next one is in 2002.

\$700 — Marina del Rey to Puerto Vallarta Race. Over 1,000 miles of fun on a mostly warm and mellow ocean. Another \$100 to \$250 for bigger boats. But these folks do it right.

\$750 — TransPac, L.A. to Honolulu. Ten days to two weeks of non-stop reaching and running. Mostly hard core racing. Bigger and sponsored boats pay \$1,000 to \$2,500. About 30 boats.

\$810 — West Marine Bermuda Race. Virginia to Bermuda and back, every other year. About 15 starters.

\$1,000 — Atlantic Rally for Cruisers. Some 2,700 miles from the Canary Islands to St. Lucia, this is the granddaddy of all cruising rallies, and features a great international cast. Usually 175 to 215 boats. Starts in November.

\$1,000 — West Marine Caribbean 1500, from Hampton, Virginia, to the British Virgins. Lots of seminars before the start and social events after. About 60 boats.

\$44,500 — New World Challenge, all the way around the world. There's no extra charge for going upwind most of the way.

\$80,000,000 — America's Cup. Three years of intrigue, upheaval and controversy mixed in with a little bit of sailing.

If you had the money, you wouldn't want to miss out on a single one.

SIGHTINGS

coast watch

Here are Coast Guard Group San Francisco's significant search and rescue cases occurring between mid-March and mid-April 2001:

During the previous month, the Coast Guard responded to 108 search and rescue cases in Central California. Eleven of those cases were uncorrelated *mayday* calls — distress calls in which the caller would not or could not identify themselves or their location, resulting in approximately \$12,000 worth of searches involving helicopters, boats, and dispatch center personnel. A summary of some of the more unique cases follows:

March 18 — At approximately 11:50 p.m., Station Rio Vista received a report from a passing boater of a 24-ft sailing vessel fully engulfed in flames 10 yards off Venice Island near the Stockton Deep Water Channel. The 24-ft utility boat arrived on scene to find the sailing vessel burned to the waterline and both people aboard the vessel were deceased. The utility boat assisted the San Joaquin County Sheriff and emergency medical services (EMS) with securing the accident scene. A quick note: The facts surrounding this case are sketchy. However, it appears the vessel ran aground in a small cove alongside Venice

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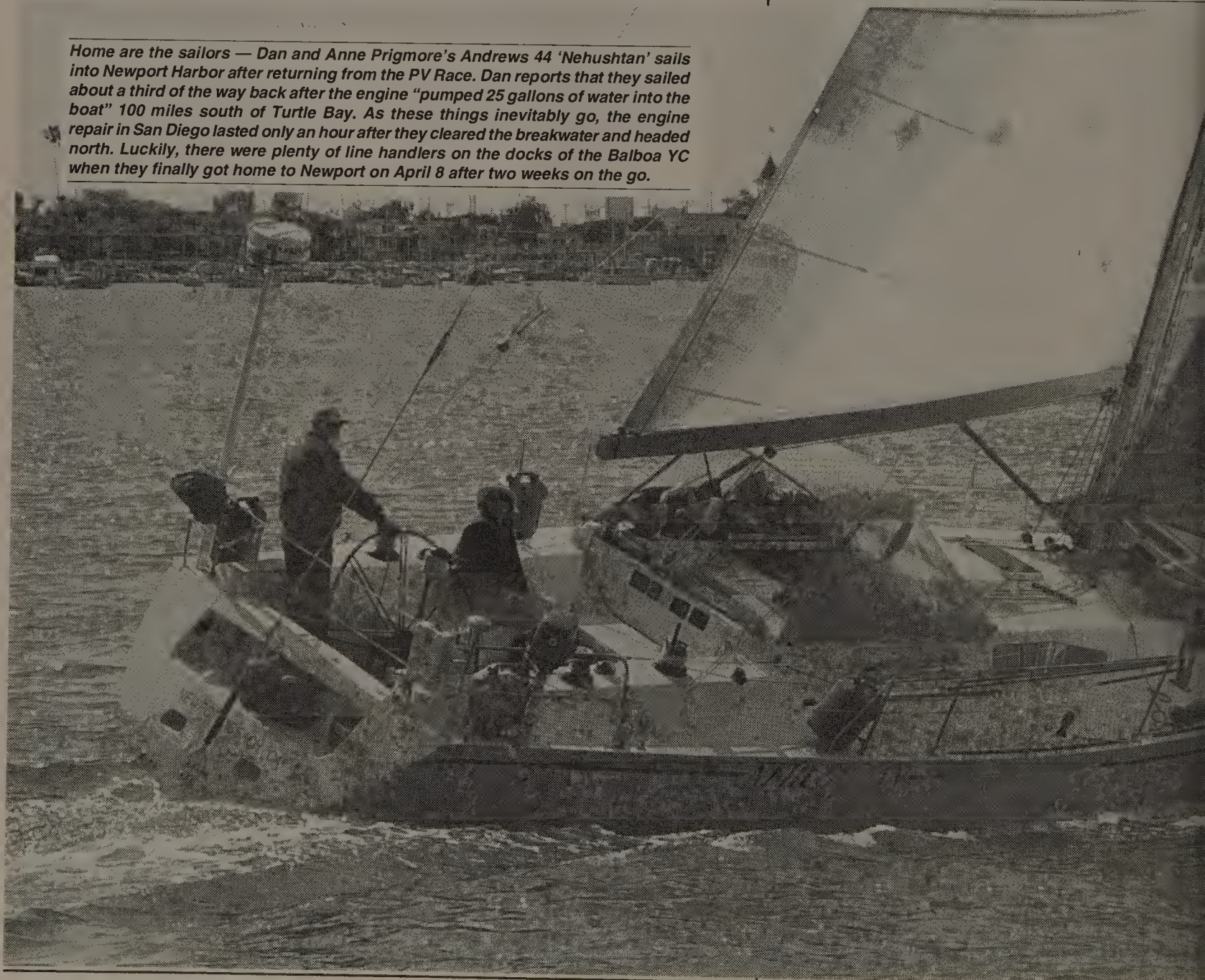
shorts

meals a month. Children and women who are either nursing, pregnant or who plan to become pregnant should limit their intake to no more than one Bay fish meal per month. Personally, we would also stay away from fish with more than two eyes or two heads.

A new goal revealed by the study: efforts need to be made to communicate the guidelines effectively. "The majority of anglers have limited or no awareness of the guidelines," said a scientist at the San Francisco Estuary Institute.

FOLSOM LAKE — A popular Sacramento College professor was missing and presumed drowned after falling off a friend's sailboat on Folsom Lake on Sunday, April 1. According to reports, Bob Fritz, 64, was sailing with a friend about

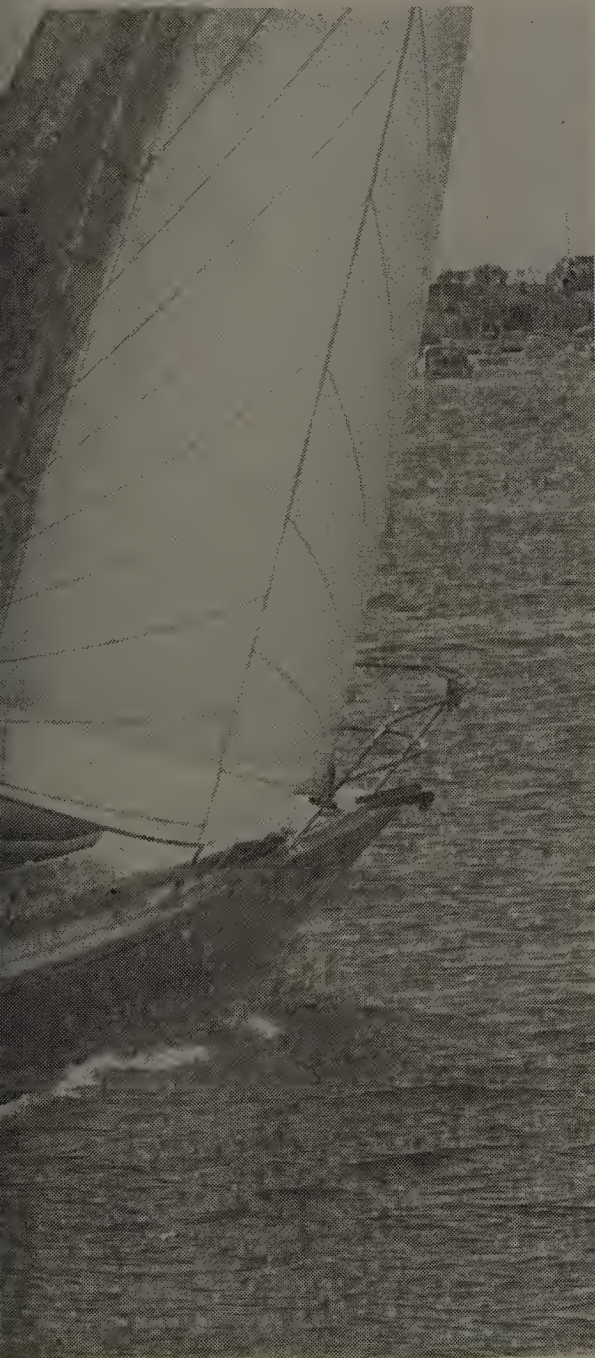
Home are the sailors — Dan and Anne Prigmore's Andrews 44 'Nehushtan' sails into Newport Harbor after returning from the PV Race. Dan reports that they sailed about a third of the way back after the engine "pumped 25 gallons of water into the boat" 100 miles south of Turtle Bay. As these things inevitably go, the engine repair in San Diego lasted only an hour after they cleared the breakwater and headed north. Luckily, there were plenty of line handlers on the docks of the Balboa YC when they finally got home to Newport on April 8 after two weeks on the go.



— cont'd

6:30 p.m. when he fell over the stern railing. The friend threw a life preserver to Fritz, who was not wearing a lifejacket. Despite being in good health and a strong swimmer, the 50-degree water apparently sapped Fritz's strength quickly. When the friend (who had turned the boat around and headed back) saw Fritz slip beneath the surface, he dived in the water to try to help, but was unable to reach Fritz. Divers from the State Parks Department, and El Dorado and Placer County Sheriff's departments, conducted an extensive day-long search on Monday but were likewise unable to find any trace of the semi-retired professor who had taught computer science classes in various Sacramento area colleges for 35 years. "We were

continued middle of next sightings page



LATITUDE/RICHARD

coast watch — cont'd

Island at low tide. As the tide rose, the crew entered the water to push the boat to deeper water. With the higher tide, the sailing vessel's mast apparently came in contact with an overhead electrical power line immediately engulfing the boat in flames and killing both people. Overhead structures, tree branches, and even power lines are common throughout the Bay area, and are particularly plentiful in the Delta. Please keep a sharp lookout in all directions, including up.

(Readers — The investigation into this accident by the San Joaquin Sheriff's Department continued as we went to press. The folks at Herman and Helen's Resort, which is about a mile north of the accident scene, report hearing an explosion and seeing a plume of smoke. They arrived on scene to find Mark and Diane Gunter, 44 and 43 years old, respectively, floating dead in the water. The couple had purchased the boat, a 24-ft Columbia Challenger named Just Imagine, just the day before. We'll endeavor to follow up on the causes of this terrible accident when the investigation is complete. — Editor)

March 19 — At approximately 2:45 p.m., the Coast Guard received a telephone call from an off-duty San Francisco police officer stating a 12-year-old boy was caught in a rip current off Ocean Beach. Group San Francisco issued an urgent marine information broadcast (UMIB) and launched a 47-ft motor lifeboat from Station Golden Gate as well as a helicopter from the Coast Guard Air Station located at SFO. A fishing vessel in the area heard the UMIB and alerted some nearby surfers who pulled the boy to safety before the Coast Guard arrived on scene.

A couple of lessons: First, rip currents are dangerous.... many people have died off central California beaches in the last few years because they got caught in a rip current or were overcome by unexpectedly large waves. If you find yourself caught in a rip current, swim parallel to the shore until you are free from its pull, then swim to shore — and always use the buddy system to keep track of each other. Second, this case highlights the importance of monitoring VHF channel 16. The outcome of this case could easily have been tragic had the fishing vessel not heard the UMIB (which is broadcast on Channel 16) and assisted by contacting nearby surfers. If you have a VHF-FM radio, please keep it tuned to Channel 16 when not conversing on other channels. . . you never know what you might hear!

March 25 — At 1:30 p.m., we received a radio call from a 23-ft Sea Ray in Monterey Bay. The operator called to report his engine was broken and he was anchored 1/2 mile offshore. The operator didn't indicate he was in any type of distress. Coast Guard Station Monterey confirmed he had his lifejacket on, and that the anchor was holding. A boat crew began preparations to get underway while the station issued a marine assistance request broadcast. At 1:45 p.m., we received a cell phone call from a person on the beach stating a 23-ft Sea Ray had just capsized in the 5-ft surf along the beach and that the operator was no longer in sight. The rigid hull inflatable was immediately underway and arrived on scene less than 30 minutes later. Coast Guard search efforts for the operator were eventually suspended after two days of intensive helicopter and boat searches.

A couple of quick notes: Reportedly, the operator was out testing his boat after having some engine maintenance completed. If the reliability of your boat is suspect (i.e. recent maintenance, first trip of the year, taking the boat out of storage, questionable fuel quality), please test it in as safe an environment as possible. Also, the operator confirmed he was wearing his lifejacket, yet the person calling in the accident accurately stated the man's shirt color. It's impossible for anyone to know what happened that day, but it appears the man's lifejacket may have come off. This is a sobering reminder of the importance of properly wearing your lifejacket.

April 8 — At 3:50 p.m., a good samaritan walked into Station Golden Gate to report that five kayakers were having trouble paddling against the 4.5-knot ebb current that was flowing under the Golden Gate Bridge at the time. A rigid-hull inflatable boat was immediately dispatched

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SIGHTINGS

coast watch — cont'd

and arrived on scene five minutes later to recover three kayakers from the water and assist a fourth. A 47-ft motor lifeboat arrived on scene 10 minutes later to escort the fifth kayaker and recover the four kayakers that were now adrift in the main ship channel.

Lesson learned: The kayakers went out to "get experience" in the 6 to 8-ft swells just outside the Gate, yet they didn't take into account the 4.5-kt ebb current. Hmmmmm. This case also illustrates — yet again — how a good samaritan saved the lives of others just by taking the time to care.

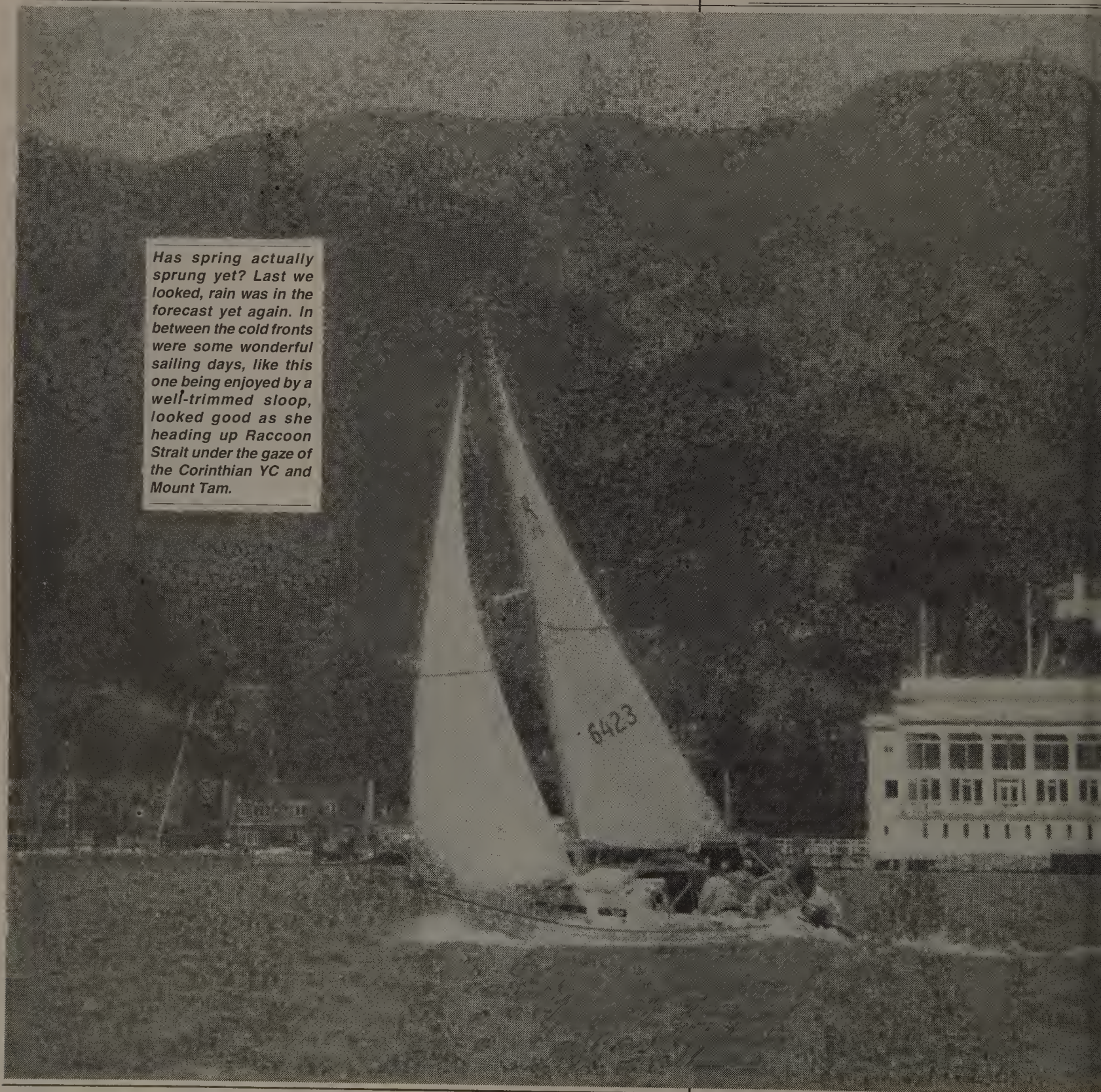
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shorts

married for 40 years but that's just not enough time," said Fritz' shocked wife Joyce. "We still had so much more to do, so many places to see."

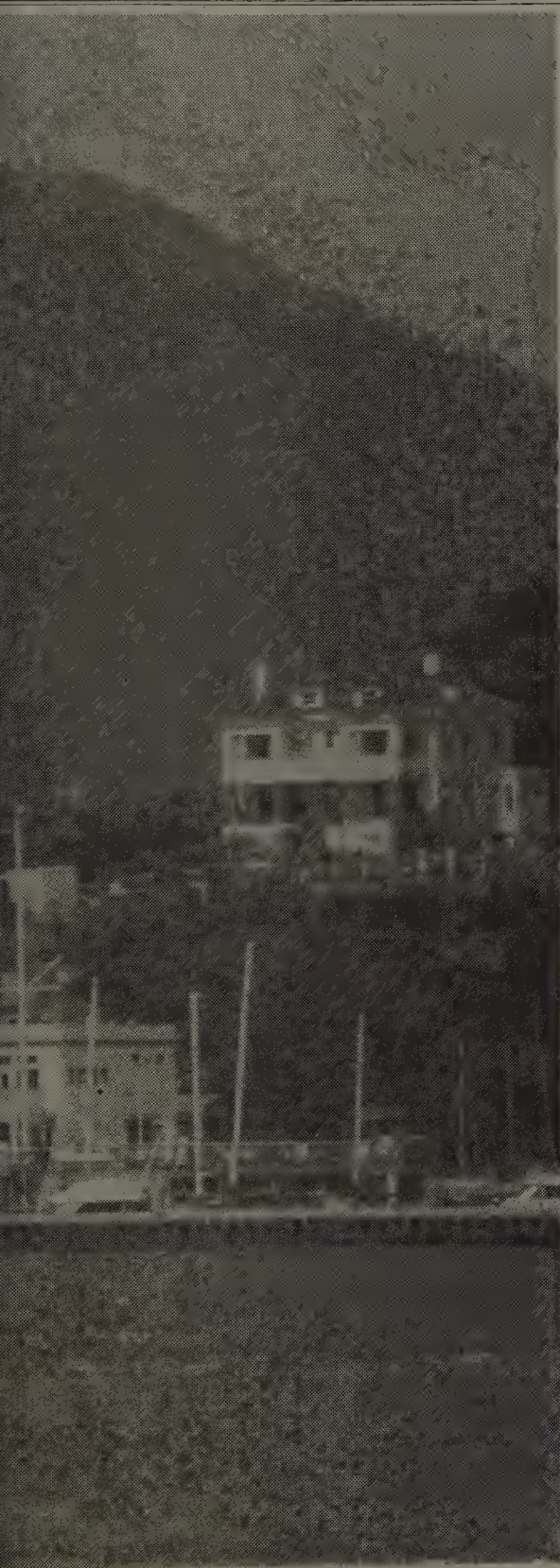
OFF CAPITOLA — In a happier ending, two Hobie Cat sailors spent about 10 hours in the chilly ocean off Capitola when their Hobie 18 capsized on April Fool's Day. What saved Jonathan Pack and

Has spring actually sprung yet? Last we looked, rain was in the forecast yet again. In between the cold fronts were some wonderful sailing days, like this one being enjoyed by a well-trimmed sloop, looked good as she heading up Raccoon Strait under the gaze of the Corinthian YC and Mount Tam.



— cont'd

Chris Plue were the wetsuits and lifejackets they both wore. The pair went into the drink about 4 p.m. Sunday. Authorities were not alerted until much later when Pack failed to pick up his wife at the airport. The sailors were found just before 2 p.m., three miles off Moss Landing, cold, slightly hypothermic, but otherwise none the worse for wear.



LATITUDE/JR

coast watch — cont'd

April 10 — At 12:40 a.m., we received a radio call stating "Mayday, mayday! Coast Guard please come in." Despite several immediate replies and callbacks, no additional radio transmissions were received. At first, we suspected this was yet another of the more than 120 mayday/help calls we receive every year where the caller (purposely) doesn't identify themselves or their location. However, after each callout, the radio watchstander heard static, making him think this was something more. As the static was only heard by our southern radio antennas, we called Group Los Angeles and asked them to listen closely to their northernmost antennas. After more than 30 minutes of trying, Group Los Angeles was able to establish broken communications with a 65-ft ketch with two people onboard. The boat had a jammed rudder and was taking on water somewhere south of Pt. Sur. They reported they had an EPIRB and lifejackets onboard — and then communications were completely lost. Not knowing whether our radio signals were being received, we directed the people to don their lifejackets and turn on their Emergency Position Indicating Radio Beacon (EPIRB) and a strobe light.

Within 20 minutes, we received a 121.5MHz SARSAT alert placing the vessel approximately 35 nm south of Pt. Sur. A helicopter that had been readied was immediately airborne and a 47-ft motor lifeboat was launched from Station Monterey. On scene weather was 30-kt winds and 12 to 15-ft swells with a 4 to 6-ft wind chop on top. By 3 a.m., the helicopter was on scene and lowered a rescue swimmer, pump, and handheld radio to the stricken vessel. The rescue swimmer dewatered the vessel, stabilizing the situation. The 47-ft motor lifeboat took the ketch in tow, and it was safely moored in Morro Bay by 9 p.m.

A couple of observations: The stretch of coast between Monterey and Morro Bay is rugged and unforgiving with significant transit times for Coast Guard response resources, especially in adverse weather. Redundant communication systems were the key to success in this case. Please take the extra time and money to properly outfit your boat for whatever adventures you choose to undertake.

You may have noticed a recurring theme in some of these cases: we need to look out for each other when we're out on the water. If something looks amiss, please take that extra minute to check it out and give the Coast Guard a call. Remember... "Partner to Protect!"

— LCDR Frank Parker

april america's cup developments

There were several new developments — and lots of rumors — coming out of the various America's Cup camps in April. Among them:

* Craig McCaw's Seattle-based OneWorld campaign is in trouble. Since the tech market did a nosedive, McCaw (who made a fortune in telecommunications) can no longer afford to underwrite the whole \$80 million campaign. They've spent \$30 million and will be dialing for sponsorship dollars for the rest. "It's a major setback," said team spokesman Robert Ratliffe. "But it's one of those setbacks that you can overcome overnight with the right phone call."

* Rumors were flying mid-month that Germany's SAP, the world's third largest software company, might sponsor the New Zealand defense of the America's Cup. SAP is run by maxi-boat sailor Hasso Plattner, one of Larry Ellison's biggest rivals both on and off the playing (sailing) field. Neither SAP nor Team New Zealand would confirm the rumors. But it would be hard to top the irony if TNZ could suddenly afford to buy back all the mercenaries who signed with other syndicates.

* Ellison's Oracle Racing began training at its 'summer camp' in Ventura amid interesting rumors of new yacht club affiliations — and scathing rumors of mass firings of big-name personnel. Since even Deep Throat was mum on both counts, we're going to hold off adding to the 'mill' on this one until the official announcements. Stay tuned!

Kevin Costner was nowhere in sight, but it was built and boy, did they come. 'It' in this case was Pacific Sail Expo, which drew sailors from far and wide during its April 18-22 run at Jack London Square.

Boistered by a hopeful Dow and tempered by a couple of rainy days, the show drew a record crowd in its fifth running. Reports were still rolling in from the precincts, but overall the show looks like it was one of the best ever, both for attendees and exhibitors.

Despite a dangerous proximity to the deadline for this issue, we were all over the show, checking in with old friends, meeting new ones and ogling all the nifty boats, gadgets and services. To try to pass it off as 'work', we decided to conduct mini interviews with folks whose exhibits caught our eye. (Note that this methodology is completely random, by no means representative of anything important and does not detract or reflect negatively on the many, many other excellent exhibits — just in case you were wondering.)

Anyway, by dividing up the fun, . . . er, workload. . . between three different editors, we ended up with a cross-section of nautical gizmos and

doodads to warm the cockles of the most ardent, uh, sailing gizmo lover out there. Here are a few of them.

Saildrive 280 — Despite its diminutive size, we couldn't help be drawn to the Saildrive 280, a clever alternative to the conventional auxiliary engine setup in sailboats. In fact, its diminutive size is exactly the thing that draws attention. At only three feet tall and 110 pounds, it's about the size of a mid-range outboard, yet is designed for permanent installation in boats up to 8,000 pounds. The Swedish-built unit (imported and

Good things in small packages — Arne Jonsson with the Saildrive 280.

distributed by Arne Jonsson Boatbuilders in Alameda) features a Honda powerhead and lower unit, with the 'middle' strut being made by Volvo. The little two-cylinder, four-stroke, 12.5-horse engine runs so smoothly and quietly, when it's idling you reportedly have to rev it every so often to make sure it's still running. We took one look and flashed on all the space it would save over the Atomic Four presently residing under our cockpit.

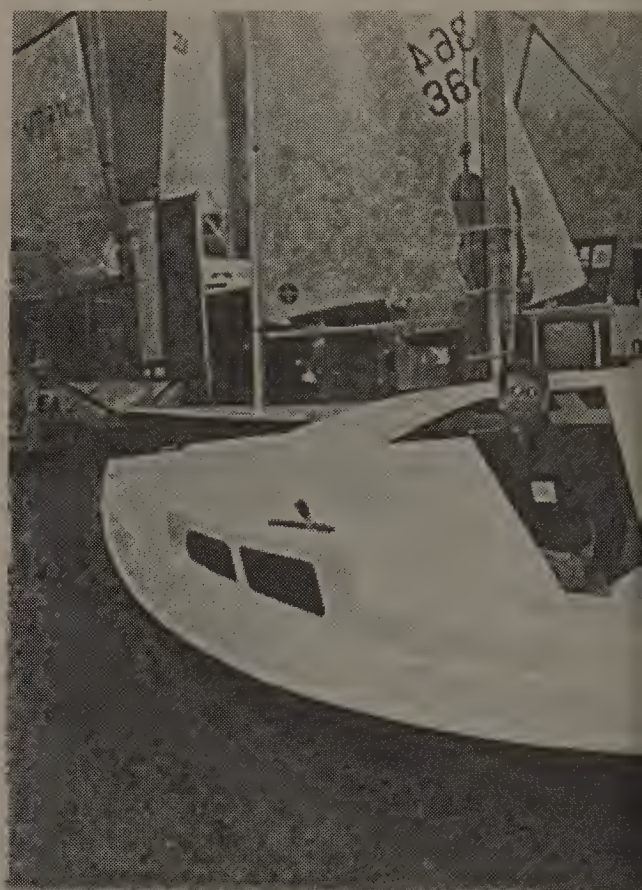
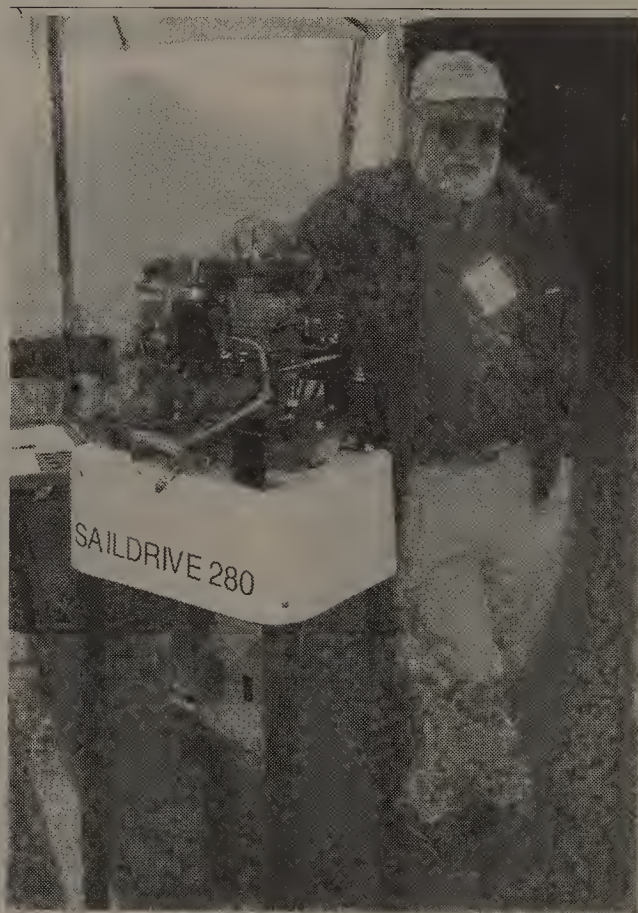
Jonsson says he's sold 28 Saildrive 280s to various individuals and builders around the country in the last

two years, and gets inquiries about them "almost every day."

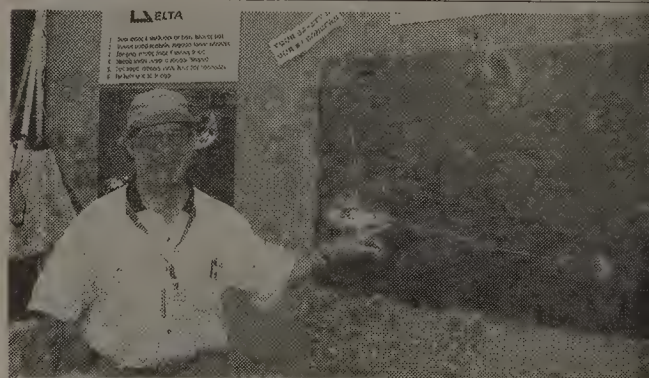
Santana 22 — 'Retro' is in these days, so it should come as no surprise that the W.D. Schock Company has reintroduced the classic Santana 22, one of Gary Mull's most enduring and rugged little designs. "It's still a perfect San Francisco Bay boat," claimed Mel Morrison, the Schock dealer in Sacramento. "We've cleaned up the cockpit a bit, but

everything else is basically the same."

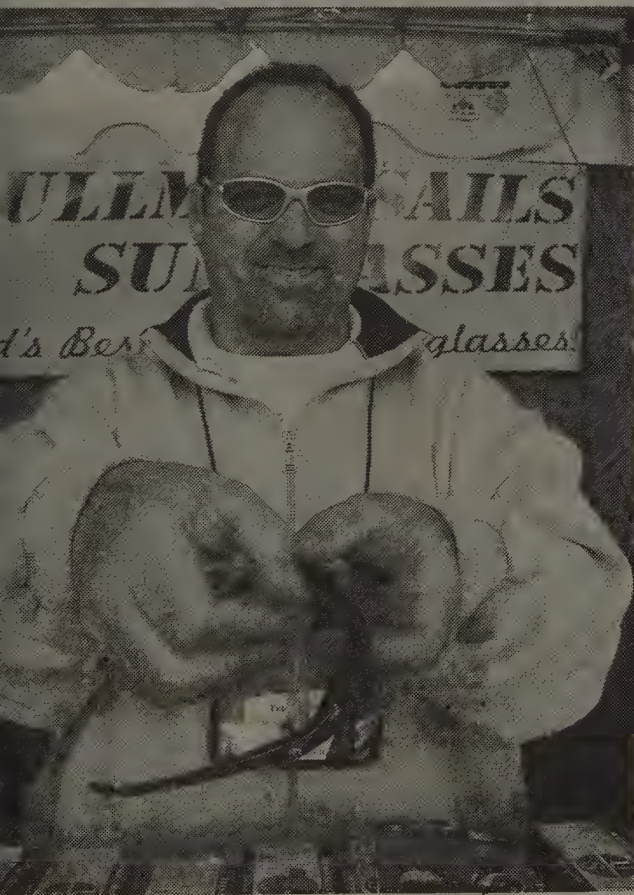
A stalwart on the Bay since its introduction in 1966, the non-spinnaker 'Tuna 22' class is still active in ODCA, with 14 boats entered last year. According to class lore, the boat came about during a spaghetti dinner shared by Mull and SoCal boatbuilder Bill Schock. "What can we do to improve on the Cal 20?" asked Bill —and the rest is history. But with used 22s perpetually for sale



Who'da thunk? The return of the 'Tuna 22 (now available with the 'stealth' hull option. . .)



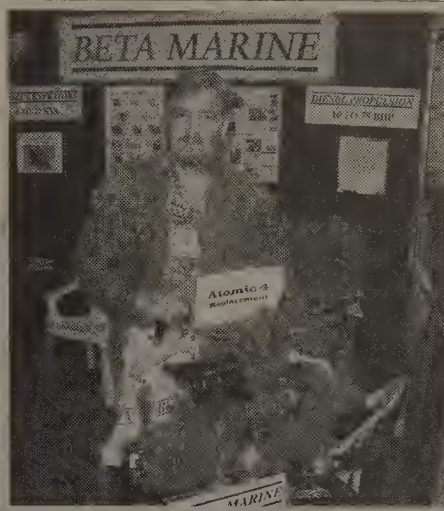
Offshore security — Don Whilldin of Para-tech explains the fine points of sea anchors.



You lookin' at me? Peter Lange offered an in-your-face look at the Ullman sunglasses.

for just a few thousand dollars, is there really a ready market for new ones? "We're offering 10 boats at the

introductory price of \$22,000, and six have already been pre-sold, all to Bay Area buyers," said Mel.



Leif Johansen (left) makes a good argument for replacing your Atomic Four with a Beta Marine diesel.

have an interesting history. Some 30 years ago, the sportfishing boats in San Diego used to buy up surplus parachutes to use as sea anchors. They



Cool and stylish sun protection — the Sunveil clothing line.

Ullman Sunglasses —The Ullman booth located between the big-top tents seemed way too small for sails, and sure enough, upon closer inspection revealed not the latest in unobtainium sailcloth, but high tech sunglasses. Company founder Dave Ullman was instrumental in the development of the sunglass line — after his doctor told him he risked permanent eye damage if he spent any more time in the sun without eye protection.

Sailing-specialized features in the three design lines (show

prices ranged from \$79 to \$120) include rubber 'nose pads' to minimize slipping, impact resistance and a special lens coating that sheds water. The glasses were selling well, especially after company rep Peter Hanley explained that each pair came with a rigid case that mounts on a belt, a braided cord and a three-year guarantee which grants half-price replacement in the case of breakage or loss!

Para-Tech Sea Anchors — Para-Tech's sea anchors

worked well, but weren't very durable, so the supply soon started running low. The demand was there; all it took was a company to start producing tough, re-usable sea anchors, and Para-Tech Engineering took advantage of the opportunity.

An amazing amount of R&D has taken place since then, resulting in a system that is among the best on the market — if you know how to use it. To that end, Para-Tech president Don Whilldin was giving regular demonstrations with small, show-size version of the system

INSIDE EXPO

and going over the finer points with interested sailors. In answer to our question about the difficulty of recovering a sea anchor, Whilldin outlined how to recover the trip/recovery line, and noted the main two problems with difficult recovery involved getting underway too soon in rough weather, and insufficient practice — a key to the proper use of a sea anchor.

Beta Marine Atomic Four replacement diesel —

We were pretty impressed with the Beta line, which are Japanese Kubota engines marinized in Bristol, England — “out in the English countryside where the Industrial Revolution started,” notes Beta Marine’s Leif Johansen. The marinization includes a heat exchanger, all necessary water pumps, a water-cooled exhaust manifold and a reverse gear. Beta’s Atomic Four replacement engines come in three horsepower ratings and bolt right up to the A-bomb beds. The only potential problem area, says Johansen, is in height. The diesels run about 3 inches taller than the low-slung flathead Atomic Fours.

Sun protective clothing and hats —

The first thing that strikes you about the



Hard fun — the Playaboule 'Ludic' looks like a hoot.

deMooy family — Adrian, Tracy and their two pre-teen children — is that they are all redheads. As with many redheads (including the wife of our managing editor), they are particularly sensitive to too much sun. Their interest in protective products led them to the Canadian-made Sunveil brand of protective clothing. They were so impressed that they started UV Fashions and became West Coast reps for the line. This was their first Sail Expo.

The clothing, which ranges from hats to pullovers, pants, sundresses and sarongs, looks at first glance like it's made of medical gauze. The 'see through' aspect means it's cool in hot weather — all the moreso because it not only blocks UV-A and UV-B

rays, it reflects them away, making you actually cooler than if you weren't wearing anything at all. Protection-wise, the clothing is the equivalent of 30+ SPF sunblock — without the goo. In fact, it's so effective that it's registered as a medical device. It's machine washable, and you can even swim with it on. A few shakes on emerg-

ing dries it — or let it drip dry for more cooling. What a, ahem, 'cool' ideal!

ATN Topclimber — Etienne Giroire didn't invent the Topclimber —but he did improve on this existing Dutch product and now owns half the patent on it. It's a nifty \$285 device that allows a solo sailor

to hoist himself up the mast —actually higher than the masthead by standing in the foot straps, a blessing if you've ever tried to work on a masthead from a bosun's chair. The Topclimber uses two sets of nautical 'jumars' which attach to an external rope halyard. The user



That daring young man on the flying Topclimber is ATN company president Etienne Giroire.



Unbelievable as it seems, David Hall (left) assures us the Seahopper goes from dinghy to 'carry-on' — and back — in only minutes.



Patrick Jacquet shows us Guy Cotten's new high-tech foulie jacket.

alternatively stands on the straps while moving the top jumar up a few feet, then sits in the chair and pulls the bottom jumar up. Coming down, the process is reversed.

"We had these on six of the recent Vendée Globe boats," said Giroire, who is quite a sailor in his own right ('89 Whitbread Race on *The Card*, '92 Ostar Race on his 40-foot multihull, etc.). "We've sold about 1,400 Topclimbers in America, including 58

at this show last year."

Foulie technology

—Although Guy Cotten is not widely known on this side of the Pond, it is popular among sailors and fishermen in Europe. We were particularly interested in the company's new 3D Texel foulie coat, which featured some nifty modifications to accommodate the ever-evolving safety issues of ocean-going sailors.

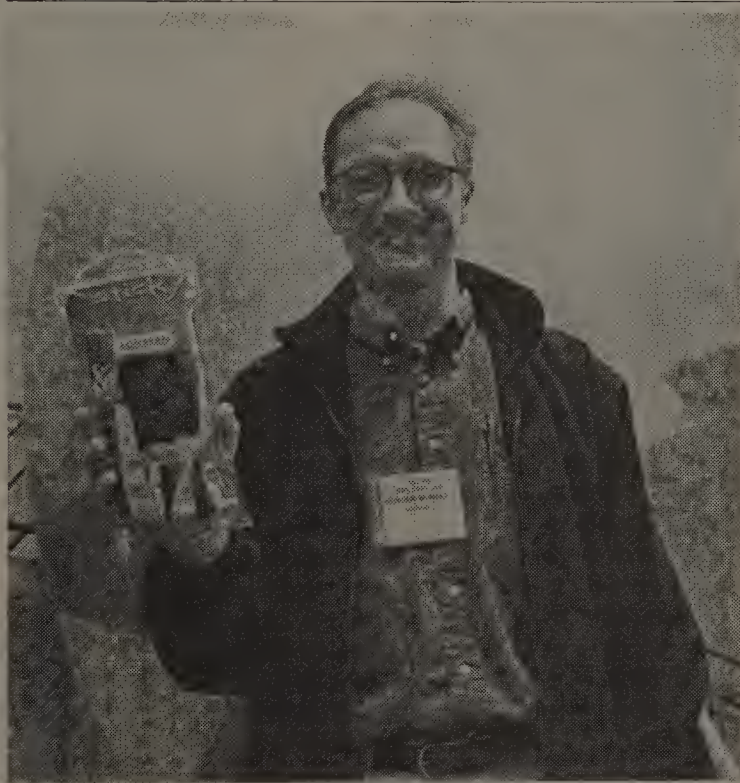
For example, with this jacket, you can wear your inflatable PFD *inside*. If it inflates, the top third of the jacket accords out to accommodate

the PFD chambers instead of squishing you inside like an hungry anaconda. You can also wear your favorite harness inside, and route its business ends through special slots in the jacket. The jacket material is very lightweight, and according to company rep Patrick Jacquet, extremely breathable yet waterproof due to a woven membrane of 'Dremtech', which he says works like Gore-Tex without the weight. To compliment the new jacket, a new line of bib overalls will soon be available with inflatable suspenders and removable butt and

knee pads. It made so much sense, we almost ran out and signed up for a bash across the Southern Ocean!

Seahopper foldaway boat

—Now *here* is an interesting product, especially for cruisers on smaller boats where dinghy stowage is always a major issue. The Seahopper line of plywood dinghys, which are available in three models from 7 to 10 feet, fold up into a sailboard-size package when not in use. Within a few minutes, the small package turns into a rigid El Toro-like craft that can be rowed or sailed like a traditional 'hard'



For Alistair Murray (holding Ronstan's new sticky gloves), getting there was half the fun.

dinghy. Amazingly, the smallest version weighs only 48 pounds.

The secrets of the boats lies in the judicious use of vinyl at the joints for waterproofing, and seat boards that 'lock' the structure open. David Hall, whose Tinker Marine imports the boats, says the options include a gunter sail rig, finished or unfinished wood and extra 'buoyancy' fenders for added safety.

Ronstan — No one worked harder — or took longer — to get to this year's Sail Expo than the inimitable Alistair Murray, head of the Australia-based marine equipment supplier Ronstan. "It took me two days to get here," moaned Alistair, who related his tale of woe in hysterical detail "Every flight I took was horribly delayed or cancelled — Melbourne to Sydney, Sydney to San Francisco. . . So I flew to L.A. instead, but the the shuttle up to the Bay Area was late. I couldn't even buy a cup of coffee in L.A. because all I had on me was Australian money. . .

"I don't know how they did it, but I'm pretty sure the Harken Brothers were behind this somehow!"

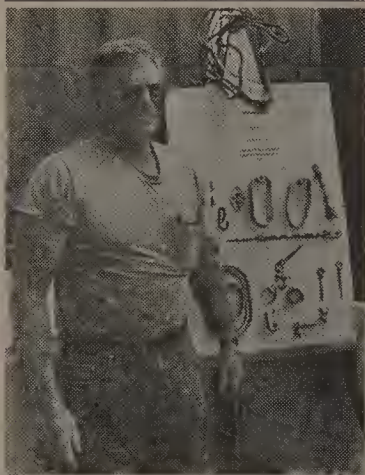
Both Murray and Ronstan (formed by two guys named Ron and Stan back in 1953) have been big support-

ers of Sail Expo since the beginning. "This is by far the best boat show on the West Coast," claimed Murray. "I wouldn't put myself through a trip like that for just any show."

The Ronstan exhibit featured the latest in high-tech sailing gear. We were particularly smitten with their all-new sticky-palmed sailing gloves, which grip lines far better than conventional sailing gloves.

Playaboule

Landyachts — Talk about fun-looking! We've never tried 'dirt sailing', but after seeing these two French-built Playaboule yachts we're ready to trade in our foulies and head for the desert! The blue Mini-Club MC2 and the smaller yellow Ludic looked like a blast — simple to use, relatively affordable (\$2,000 and \$1,400, respectively), adjustable (the wheel base moves in and out depending on the desired thrill level), and quite portable (they can be assembled or dismantled in about five minutes). Steered with foot pedals, and with the main sheet as the 'gas pedal', the MC2 is capable of hitting 70 mph and the Ludic tops out at about 45 — hardly a threat to the land-sailing speed record of 122 mph, but



Jack Scullion with the 'board of broken stuff'.

apparently plenty thrilling. The MC2 has a hand brake (the Ludic doesn't), and there are lots of different sail and tire options.

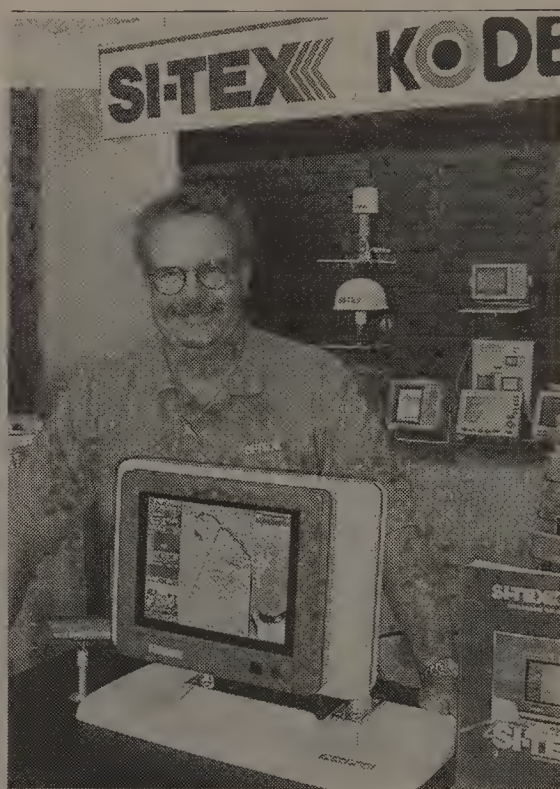
"Use it once and you're hooked," claimed salesman Bede Kortegast, who came down from Seattle for the show. "Too bad we can't take you for a spin in the parking lot right now — people come back from testsails smiling ear-to-ear, and the things just sell themselves! We've sold 60 boats in the U.S. in just four months of operation."

Jack D. Scullion Yacht Services — Most booths at Sail Expo featured the latest shiney, new whiz-bang products. What drew us to Jack's booth was his 'board of broken stuff' — a collage of mangled fittings, burnt wiring, cracked swages, crumbling mast bases and similar accidents waiting to happen. "I've brought this exhibit to boat shows for a bunch of years," said Scullion,

a longtime Alameda rigger and electrician. "It's a reminder to check and replace tired rigging and fittings."

Scullion, truly a 'Jack of All Trades', operates out of Nelson's Marine. Of course, his Sail Expo booth also featured new stuff — he sells and services a diverse line of products including Furlex, Sailtec, Hayn, Nexus, Balmar and Ample Power. Like most small marine businesses this spring, Jack claims, "I've never been busier!"

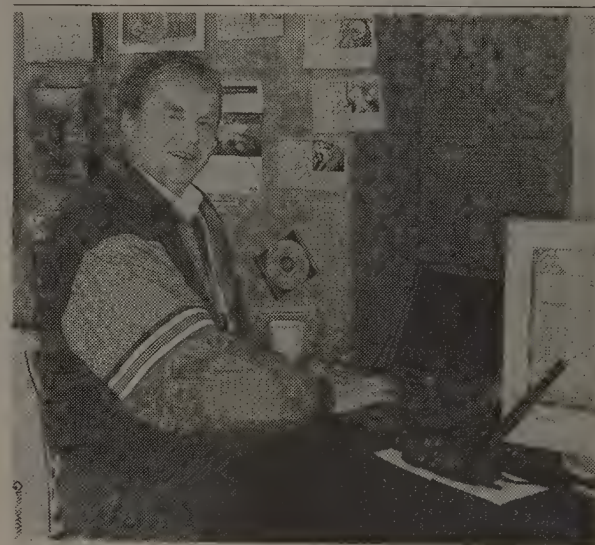
Si-Tex Genesis — If you're a technologically-minded gear-head who likes to have as much nav and systems info as possible at your fingertips, we may have the product for you. The Si-Tex Genesis color LCD charting



This wizz-bang display device from Si-Tek will give up-to-the-nanosecond info

number of split-screen variations are available, all controlled by a sophisticated remote control.

Globalstar — We've given a lot of ink in these pages recently to the Globalstar satellite phone system, which we've used with success in Mexico and offshore. Now, in addition to voice, data services are offered. The phone acts as a modem when linked to



With the new OCENS software and a Globalstar satellite set-up, you too can be a weather guru

system brings together an impressive number of info sources, and presents them on a compact flat screen display. A GPS-based nav chart can be layered with live radar imagery on one section of the screen, while depth, waypoints and live on-board video images are presented along the edges. A seemingly infinite

a PC, giving users access to email, personal messaging and websites (albeit at 9600 baud). Also, in cooperation with a Bay Area firm, OCENS, software has been released which allows phones to access a vast array of up-to-the-minute weather charts and related data via the Internet.

— latitude



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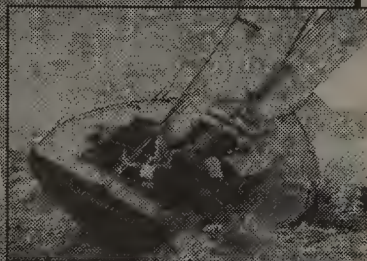
Christened as *Allegro*, she now lives and races on San Francisco Bay, and she is actively for sale.

For more information contact:
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EYE ON THE BAY, CIRCA 1964

Sherman, set the 'wayback machine' for 1964 — back when LBJ and Lady Bird were in the White House, the Vietnam debacle was escalating, the Beatles invasion of the U.S. was in full swing, and a brash young boxer named Cassius Clay took the world heavyweight boxing title from Sonny Liston. On the sailing front, *Constellation* easily defeated the British challenger *Sovereign*, 4-0, for the America's Cup and St. Francis YC held a brand new series for 'big boats' in September. Also locally, San Francisco marine photographer Diane Beeston was four years into her distinguished 27-year career of shooting sailboats on San Francisco Bay.

Beeston started out taking photos of boats from shore, mainly as a break from the exact-

ing medical photography she did during the week as a member of the Department of Ophthalmology at the UC Med Center. Eventually she devoted herself full-time to marine photography, shooting from the fly bridge of her familiar 27-foot powerboat, the *Golden Fleece*, which she kept at San Francisco YC.

Hundreds of her pictures were published in yachting magazines and calendars, and seemingly every yacht club and sailor's house (including ours!) in the Bay Area still has some of her photos on display. In 1972, she published her classic coffee-table book *Of Wind, Fog and Sail — Sailing on San Francisco Bay*.

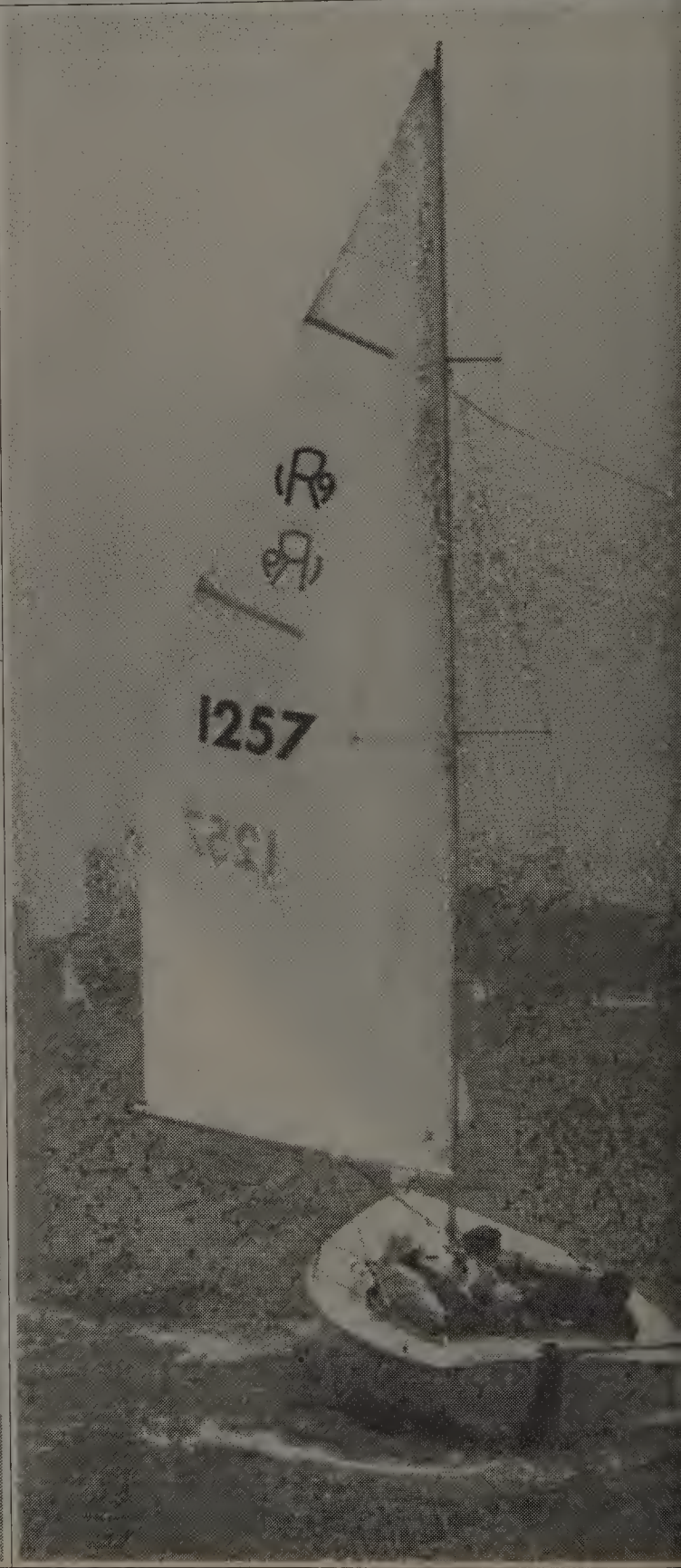
Stormy weather — The famous cover shot of Diane Beeston's 1972 book. The IOD 'Iaorana' (#90) leads 'Trident' (#18) on the low road.

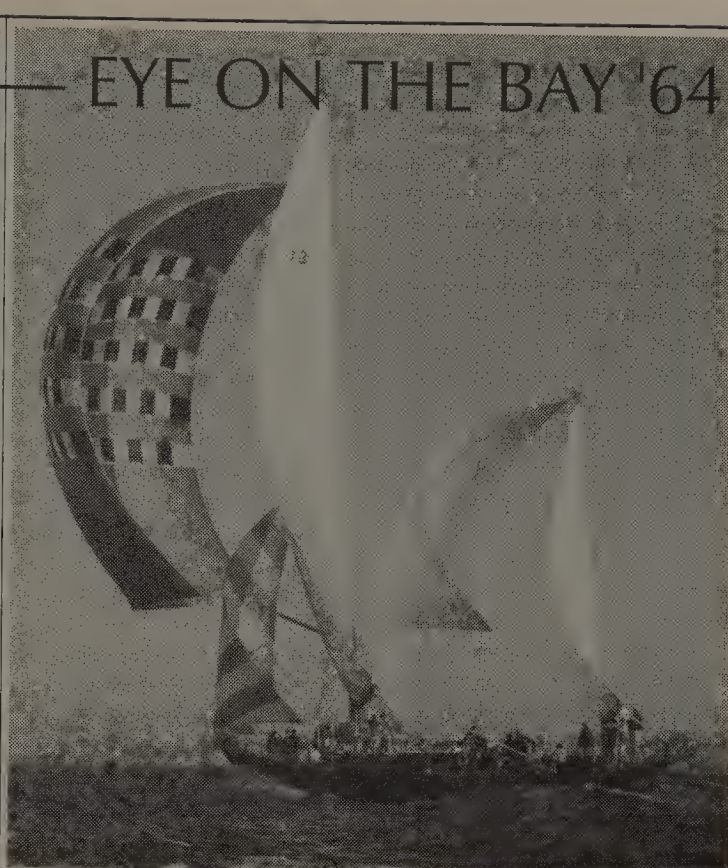


— THE PHOTOGRAPHY OF DIANE BEESTON

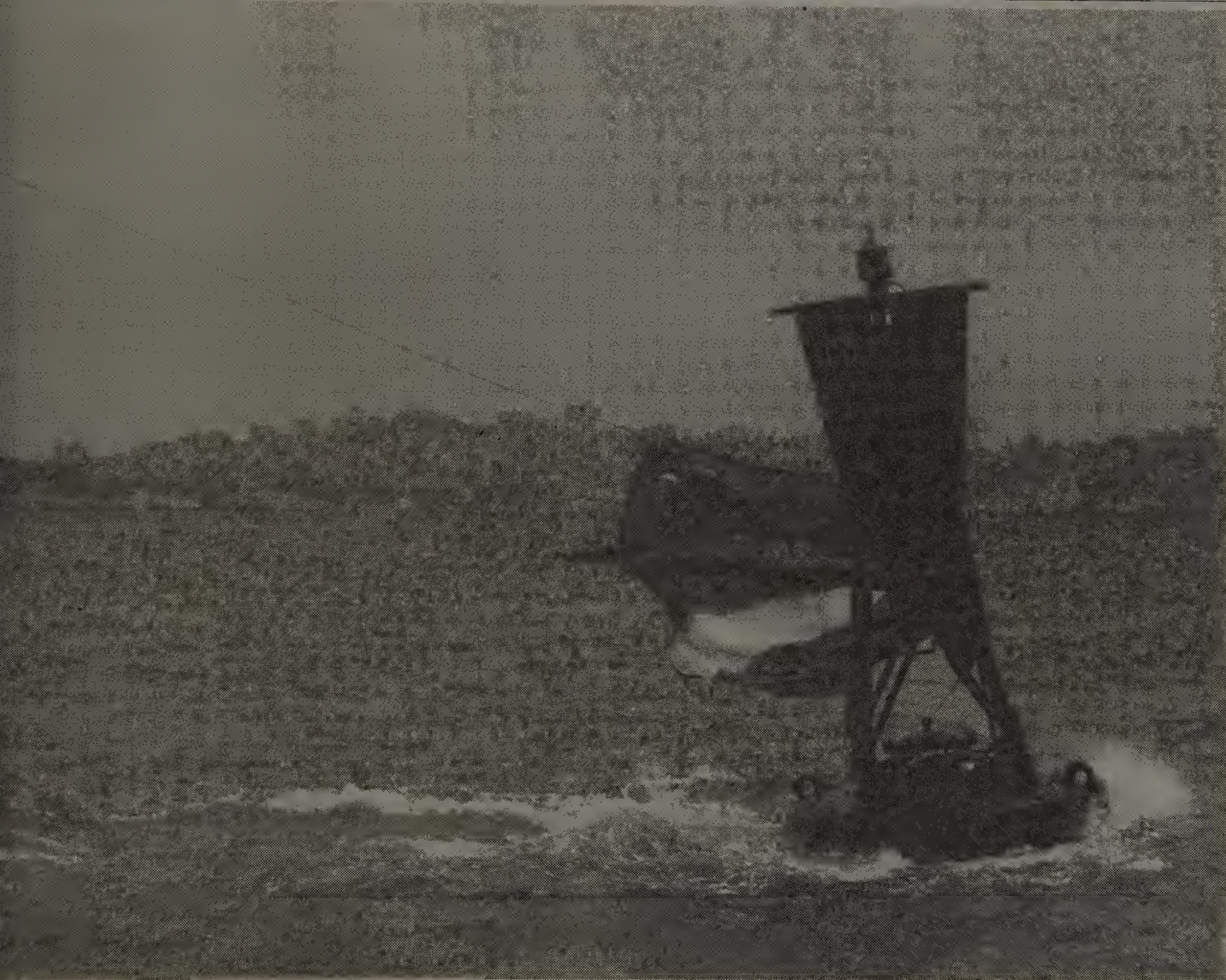


DIANE BEESTON





American sailing graffiti (clockwise from lower left) — 'Orient' and 'Audacious' were two of the great yachts of the '60s; start of the '64 Lightship Race; the Triton 'Mintaka' strikes a classic Beeston pose, 'Altair' on the edge; 'Baruna' sports one of the 'ventilated' spinnakers popular in her day; and the well-known Rhodes 19 spinnaker-snag shot. If any of the folks in this famous photo are still around, we'd love to hear how this maneuver happened.



DIANE BEESTON



Sailing more in '64 (clockwise from below) — Bob Dettner's season champion Golden Gate 'Fun' about to lose it; 'Orion' brings up the rear in the first Big Boat Series; Hank Easom's 8-Meter 'Yucca' before a fueling accident later in the year blew the original deck off; 'Yankee' was built by W.F. Ston in 1906, the same year as the Big 'Shake and Bake'; the Columbia Challenger 'Ambiguity' heads into the ocean.



— EYE ON THE BAY '64



DIANE BEESTON — EYE ON THE BAY '64



Now a collector's item, it is Beeston's 'love letter' to the Bay, a beautiful smorgasbord of her tastiest photos up to that time.

As Bill Robinson, then editor of *Yachting*, wrote in his introduction to *Of Wind, Fog and Sail*, "The secret of successful marine photography is to be in the right place at the right time, and then know what to look for, and Diane Beeston puts these together beautifully. She has the place — photogenic San Francisco Bay, and she takes the time to be out there when the breeze and sun are right. . . Just that perfect curl of bow wave and the ex-

The classic Beeston shot — fog, bridge and a perfectly trimmed boat. This is Joe Purkey's Spaulding 33 'Elf' heading out the Gate.

act angle to put the sails in harmonious patterns of curves and shadows is something few can catch correctly, but Diane does it, and the sailing world is richer for her talent."

In 1988, after almost three decades of marine photography, Beeston migrated north to Astoria, Oregon. There she has pursued a whole other — and apparently equally successful — career as an artist, primarily in oil paints, and art gallery

owner. Lately, Beeston's into ceramic design, and is even about to 'launch' her own website. "I saw enough sailboats to last several lifetimes," she joked over the phone. "I was still getting requests for reprints, but didn't have the time to fulfill them, which seemed like a shame."

Accordingly, two years ago, Beeston generously donated the body of her work — some 12,000 negatives, give or take a few — to San Francisco YC, where she has been a member since 1965. The collection, a priceless resource sorted by year and boat name, is now overseen by SFYC member, curator and amateur photographer Leigh Abell, who was kind enough to lend us the photos which appear on the following pages. Faced with 27 years worth of photos to choose from (the early ones were black and white, but Beeston shifted to color in the '80s), we almost short-circuited with pleasure and indecision. At Abell's suggestion, we narrowed our search down to just one year, picked randomly — hence, 1964.

We hope you enjoy feasting your eyes on this collage of Beeston's images as much as we enjoyed putting it together. It was great fun to talk with Diane again (who encourages her old friends to email her at deedles@pacifier.com) and to collaborate with Leigh on this project. If you want to purchase a print of anything in these pages — or any other Beeston shot, for that matter — leave a message for Leigh with the San

Francisco YC, (415) 435-9133.

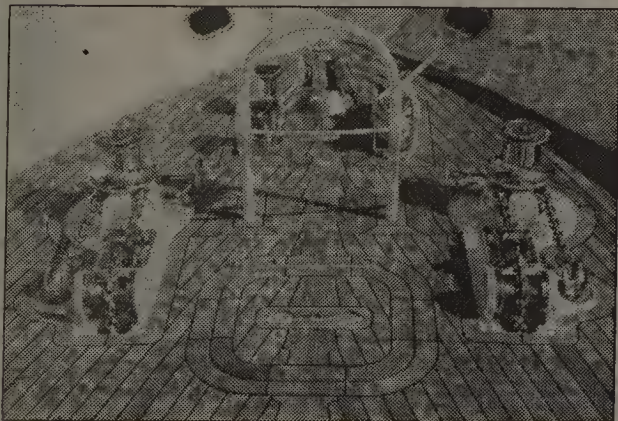
We've been taking photographs of boats on the Bay since the late '80s, and feel like we're finally getting pretty good at it. But after being humbled by sifting through just one year of her work, we realize that, just as England has Beken of Cowes and the East Coast has the Rosenfelds, there is, and will be, only one 'great' chronicler of San Francisco sailing — Diane Beeston.

— latitude/rkm

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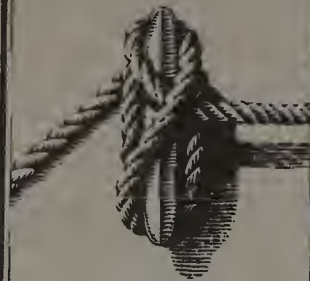
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TROPICAL PLEASURE:

Alan Weaver, vacationing Marina Bay Harbormaster, thought last month's Banderas Bay Regatta near Puerto Vallarta couldn't have been much better. "I've been sailing in everything from beer can races to international grand prix events for more than 30 years, and I've

ago, when Terrance O'Rourke — a local businessman and power-boater — decided to put his energy behind it, and

when the regatta found a home at the blossoming Paradise Resort & Marina. Blessed with a spectacular, tropical setting, modern facilities, and a great group of volunteers and sponsors, the regatta's future is as bright as the tropical sun. Many of this year's entries were returnees, and that number is expected to grow in the years to come.



The victorious crew from 'Roxanne'.

never had more fun than at the Banderas Bay Regatta. The people were terrific, the location and weather were fabulous, and most important, there was good competition without anyone getting worked up over the results. The Banderas Bay Regatta is like the Ha-Ha, something I'm looking forward to doing every year."

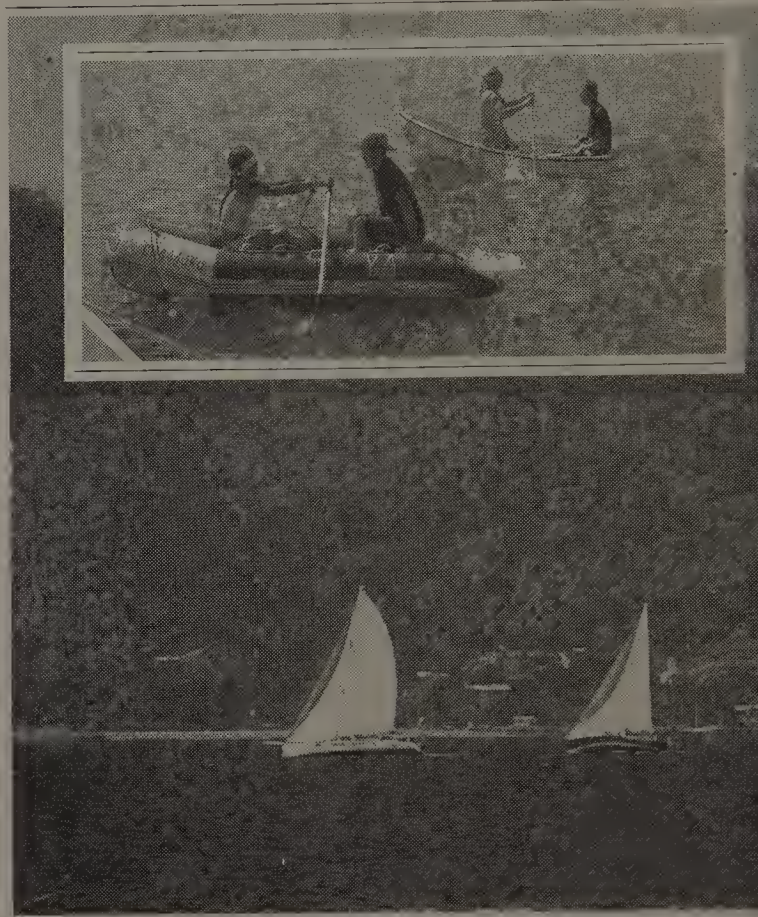
Now in its 9th year, the Banderas Bay Regatta is a four-day, three-race strictly-for-cruisers regatta based out of gorgeous Paradise Marina. In the early years, the event went through various structural changes and enjoyed different levels of success. That changed about five years

The light air was tough on big cats such as such as John Haste's Perry-Antrim 52 'Little Wing'.

"To put the Banderas Bay Regatta in context," says Mike Danielson of North Sails in Puerto Vallarta, "it's the largest attended regatta in Mexico after the Ensenada Race and Ha-Ha. Nothing down in Acapulco even comes close. This year's fleet was not only the biggest in history, but had the highest quality of boats and crews to date."

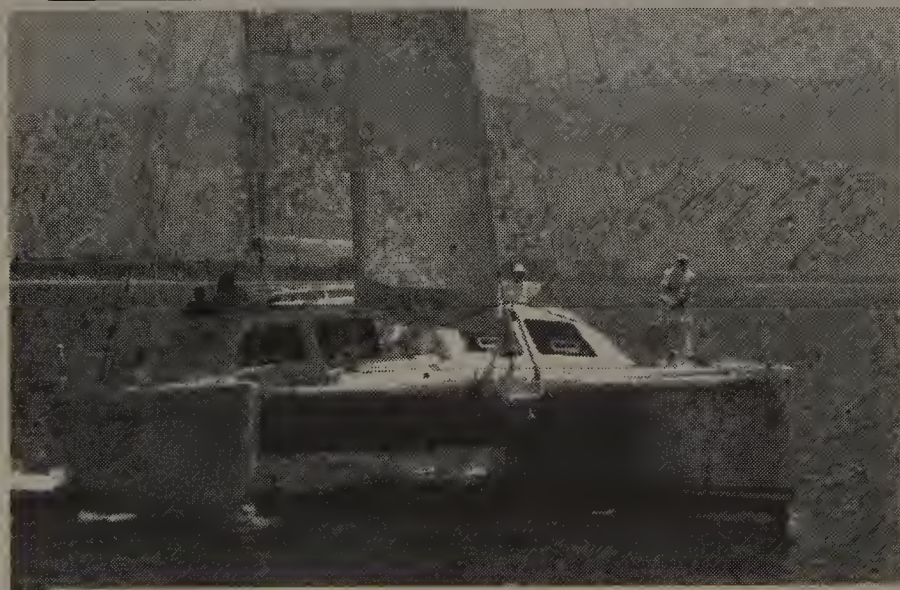
With a total of 59 boats in eight divisions, this year's fleet was up by almost 30% over last year. The boats ranged in size from a nine-boat Hobie Cat fleet, to monohulls from 24 to 65 feet, to a seven-boat multihull fleet. The multihull class was notable in that the average size was just under 50 feet, and most of them were only a few years old.

The fleet could have been even bigger, as a number of skippers and first mates left their boats at the dock to jump aboard friends' boats. Tom Petty's Wylie 60 *Roxanne*, for instance, was crewed by — among others — Bob and Bonnie Fraik of the Santa Cruz 52 *Impulse*; Big John Folvig of

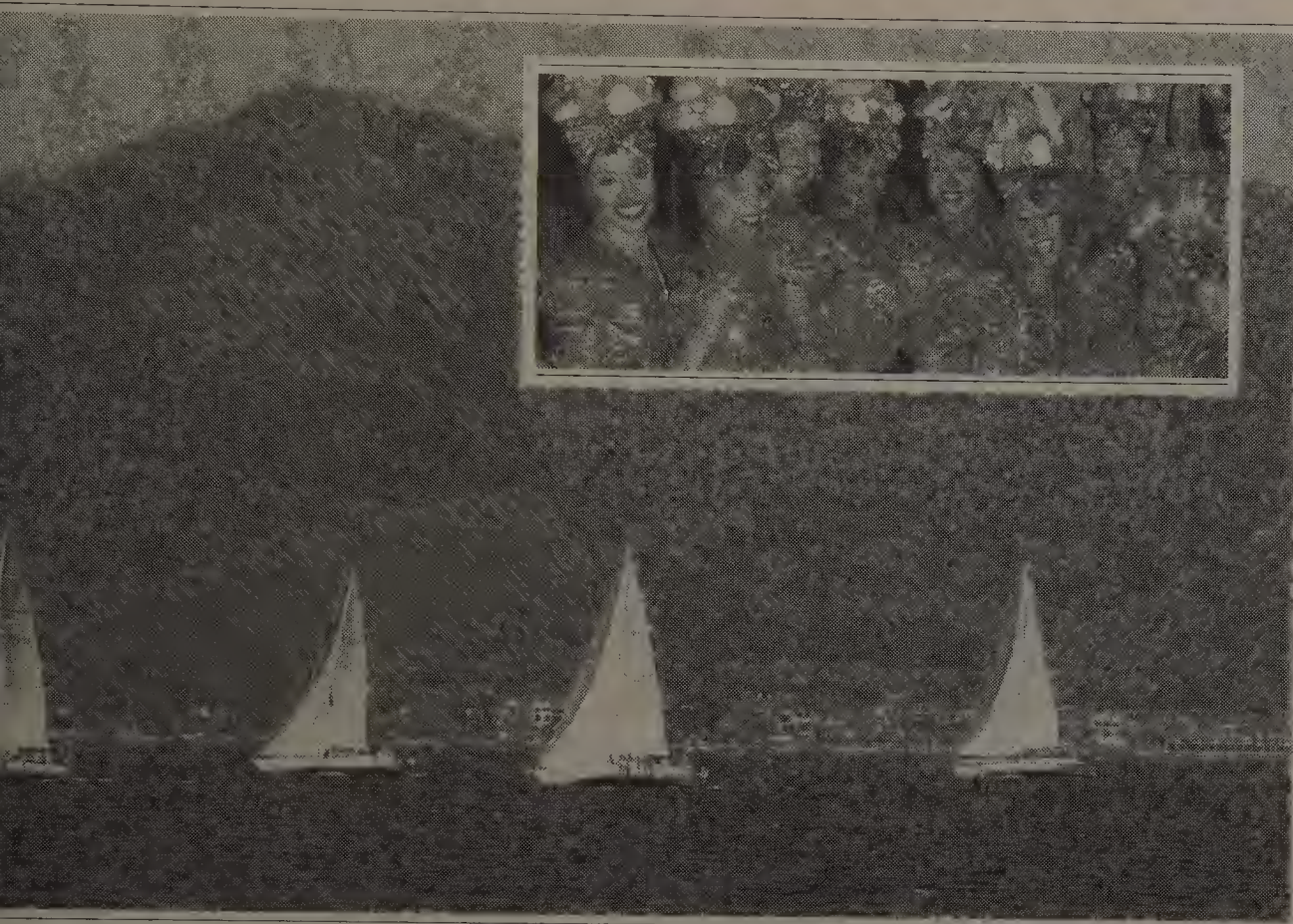


the Andrews 70 *Elysium*; Robert Sutherland of the Wylie 34 *Echo*; and Gary and his daughter Lea from the Jeanneau 36 *New Adventure*. If all the skippers aboard *Roxanne* had raced their own boats, the fleet would have been almost 10% larger. "Sure, it's great to race with friends," said one competitor, "but to ride someone else's rail during a fun regatta is almost as impolite as watching from the sidelines during a good orgy. What's wrong with full-fledged participation?"

One of the regatta's best traditions is the diversity of participants, which includes cruisers, ex-pat sailors, Mexican sailors, and lots of local kids. The Hobie fleet, for instance, consisted of locals from either La Cruz or Valle del Bravo, a mini Tahoe-like lake near Mexico City. The monohull fleet included a number of boats and 27 enthusiastic sailors who made the 200-mile trip down — as they do each year — from Mazatlan. The Mexican-owned Holland 41 *Alarife* was crewed by a group of Puerto Vallarta and Guadalajara kids aged 11 to 17. Luis Alvarado's Hunter 32 *Tshak* was powered by Boy Scouts and Girl Scouts from local troops. And as always, the regatta organizers helped place a lot of Mexican youngsters on cruising boats. Students from the Setmar School in La Cruz, for example, crewed aboard Hal Crum's Long Beach-based Catalina 42 *Angela*, Mark Sciarretta's San Diego-based Beneteau 41s5 *Consigliare*, Brill Trindle's Tayana 37 *Cheval*, Roberto Membreno's Kelly-Peterson 46 *Puesto del Sol*, Hall Palmer's Hunter 54 *Pegasus*, and



THE BANDERAS BAY REGATTA



proper. As always, the weather was outstanding in a tropical manner. If anyone enjoys being warm while sailing to weather in T-shirts and shorts, Banderas Bay is their kind of place. During the downwind legs, when the apparent wind dropped to just a couple of knots, it often became blazingly hot. But none of those who regularly sail on Puget Sound or San Francisco Bay voiced any objections.

Everyone was prepped for a windy regatta. After all, Banderas Bay is known for having the most consistent daily breeze in Mexico, and it had blown 18 knots and 21 knots respectively in the two days prior to the regatta. Furthermore, af-

ter two very light races concluded last year's regatta, the law of averages would suggest that the regatta was overdue for good breezes.

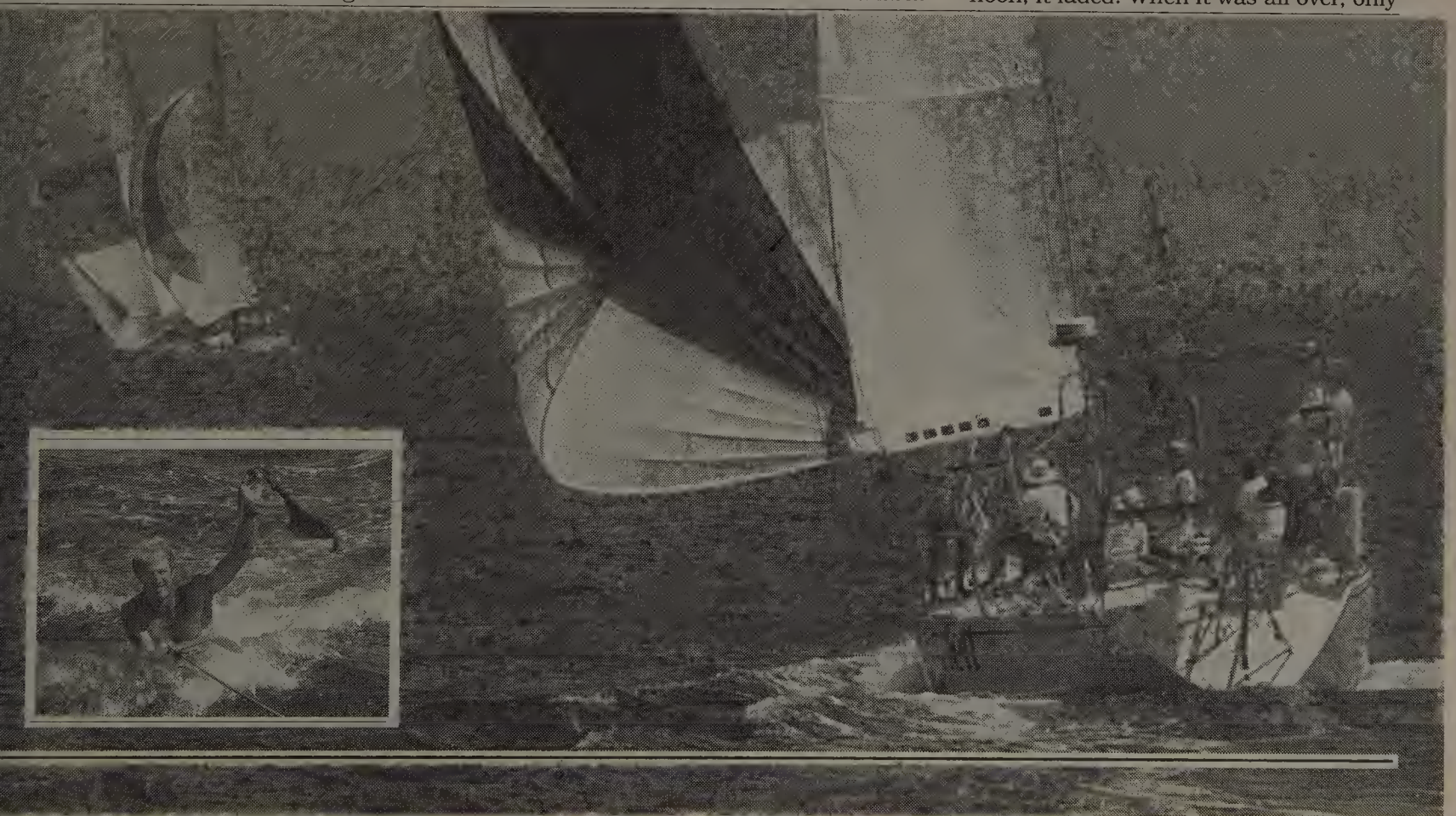
Alas, when the starting gun went off for the first race, it was only blowing five to seven knots. And rather than building, as the breeze usually does in the afternoon, it faded. When it was all over, only

Spread: The Division III boats on the first beat to weather. Inset left: Blindfolded rowers races inside the marina. Inset right: The terrific dancers of the Mexcaltitan Ballet Folklórico. Spread below, Former Admiral's Cupper 'Scarlett O'Hara' gives chase. Inset: "Who is missing their bikini bottom?"

on several other boats.

Most of the divisions were slated for three days of racing on an 11.1 mile course, while the lone cruising division

was scheduled to race 6.1 miles for just two days. The courses were set off the flat eastern shore of Banderas Bay, which is flanked to the north and south by jungle-covered mountains, and about 10 miles from the tourist hubbub of Puerto Vallarta



TROPICAL PLEASURE:



Jan and Signe Twadowski of the Sundeer 65 'Raven' have the winning formula for the Banderas Bay Regatta: fun on the water — and at the banquet table — with good friends.

13 of the 59 boats had managed to finish. Three of the nine divisions didn't have any finishers at all, and two others had just one finisher each. It had been so light, that several boats had hit or gotten tangled on the marks. To top off everyone's frustration, halfway back to the marina there had been a consistent 15-knot breeze all afternoon!

If there's a better place than Paradise Resort & Marina to shrug off frustrations, we don't know about it. For after the boats docked at the packed marina, the crews had just a short walk through the hotel

Mark Sciarretta, who usually works the foredeck, found himself the winning skipper of Division IV with 'Consigliare'.



to the big hot tub and pool, where waiters were more than willing to deliver trays of two-for-one margaritas, piña coladas and other drinks. For the next hour or so, everyone soaked and sipped their cares away, discussing the day's racing and the season's cruising adventures. And it wasn't too long before the sun set beyond the line of palms and the ocean horizon. Paradise Marina is one trick place for basing a regatta.

Most folks didn't stay in the hot tub for too long, as on each of the four nights there was a major social function. Thanks to 32 sponsors and nearly 50 volunteers, the Banderas Bay Regatta is free. There is, however, a \$65 per/person charge — strictly optional — for three nights of finger foods, all the alcoholic and non-alcoholic beverages one might care to drink, and some great entertainment. Also included in the price was the dress-up awards banquet around the pool on the final night. No matter how you slice it, the Banderas Bay Regatta is a bargain for owners and crews.

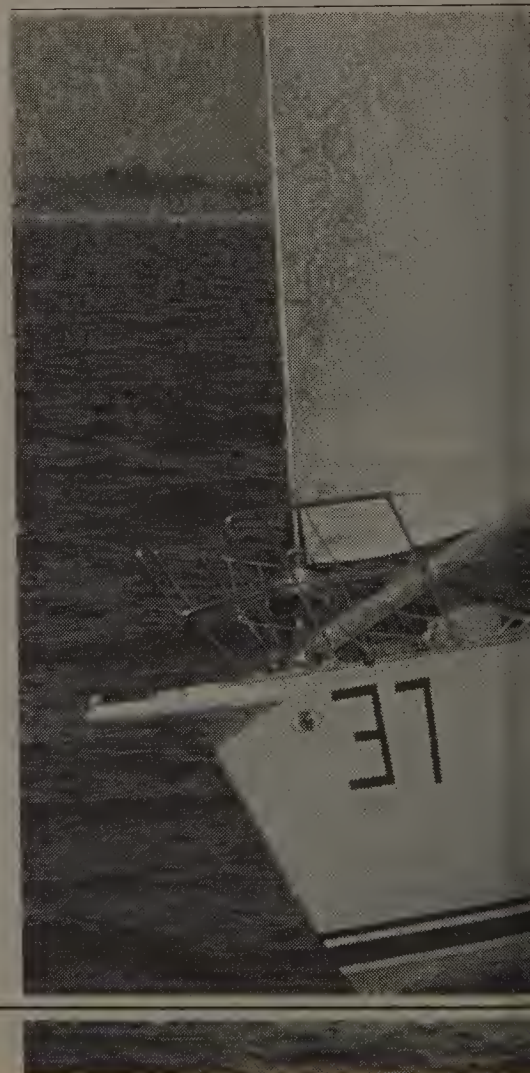
Everyone prayed for more wind the second day, but the wind gods weren't listening very well, as it never blew more than eight knots, and often less. For the lighter monohulls in particular, the racing was still pretty good. But for the heavier monohulls and big multihulls such as *Profligate*, such light air makes life very difficult. The first day we snagged the weather mark, and on the second day we hooked the starting line buoy after being called back for being over early. Our misfortune seemed to bring immense pleasure to everyone, and before long photos of our embarrassing predicaments were posted on the Internet like sailing porn. During the awards ceremony later on, we were presented with a small cushion in the shape of a racing buoy to further commemorate our bungling.

Despite the light wind, just about everyone finished the course on the second day. And in the big monohull division, the sailing was very competitive. Dorr Anderson's J/37 *Blue Heron* bested Tom Petty's *Roxanne* on corrected time by 23 seconds, which in turn nipped Kea Yachechak's J/36 *Jaywalker* by just an-

other two seconds.

As the fleet motored back to the marina, everyone was exasperated to find that once again there had been near perfect sailing conditions just a mile or so to the south. During that evening's festivities, Mike Danielson tried his best to explain why the reliable Banderas Bay wind machine wasn't working. "There was a low down by Oaxaca that bent the offshore flow to the south. This meant the early afternoon thermal wasn't as strong as it usually was, and the late afternoon flow that usually comes down from the Sea of Cortez isn't making it. But the low has moved on, so I'm pretty sure we'll get good winds tomorrow for the final race."

It blew 15 knots for the start of the final race, and continued to build to 20 knots as the afternoon wore on. At least it did in our dream that night. The next afternoon's reality was that the racing started in about seven knots of fluky wind. It wasn't until the last two legs that the wind started howling — relatively speaking, of course — at up to 10 and maybe even 12 knots. At 10 knots of true wind the upwind sailing was just fine, and the downwind leg the best of the regatta. While the lack of typical Banderas Bay



THE BANDERAS BAY REGATTA

breezes was a disappointment this year, there wasn't any serious grumbling, as the event is just too much fun and cruisers thankfully don't take their racing that seriously.

That night was the awards dinner, with seating for nearly 400 people around the pool. What a fabulous spread! There was great food, plenty of it, and it was beautifully presented. Then it was trophy time.

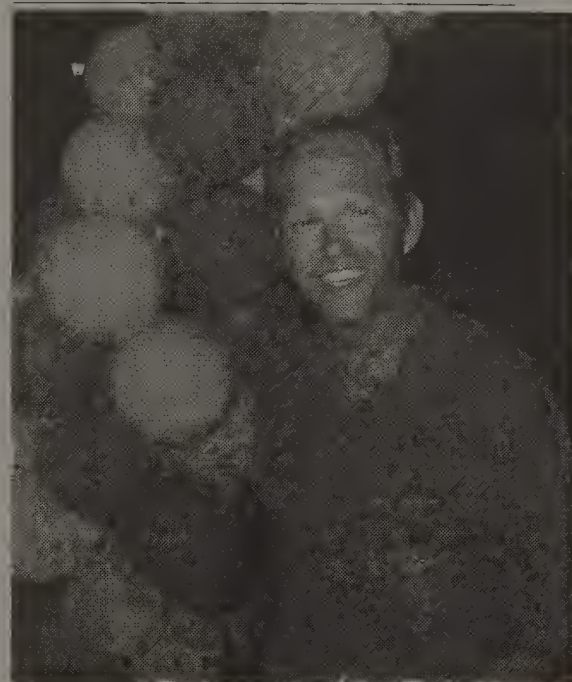
Blair Grinols of the Vallejo-based *Capricorn Cat* jogged to the podium to claim honors in the multihull division — for the fourth year in a row. The jogging was pretty good, considering the 68-year-old Blair had been dancing up a storm the night before with his wife Joan and all the other girls. He and Joan have already sailed on to the South Pacific again, and will be missed next year. Second place was claimed by Bob Smith's 40-foot custom carbon catamaran *Pantera*, which at -50 had the highest rating in the fleet. Thor and Tanya Temme's Hawaii-based 45-foot trimaran *Meshach*, another Banderas Bay vet, claimed third.

Division III, for the big monohulls, had the most boats, with 11, and featured the best sailing. "It was a riot!" said owner Tom Petty of the winning Wylie 60

Roxanne. "We had 10 crew, five of them kids, and some great racing with two local J/Boats. We lucked out in the first race, got second place by two seconds in the second race, and had fabulous crew work to wind the third race." It didn't hurt that sailmaker David Hodges of Santa Cruz did the driving, but he wasn't the only ringer in this division.

Division IV was pretty much settled after the first race, as Mark Sciarretta's Beneteau 41s5 *Consigliare* was the only boat in the division able to complete the course. Thanks to two other second place finishes, he took honors ahead of Donald Williams' Hunter 42 *Windsong*. "The atmosphere here at Banderas Bay is really fantastic," said the victorious Sciarretta. "We didn't have the most serious racing in our division, but we had a lot of fun. I sailed with a pick-up crew that spoke a total of five languages. I also had a couple of the Mexican kids along, and they were really great." In the Banderas Bay Regatta, even the last place boats have fun. "We had a terrific time," said Michael Pordes of the La Costa 42 *Favonius*, "as my 14-year-old son drove the whole time."

'Roxanne', with Alan Weaver riding the rail in the second seat, made good use of what little breeze there was in the second race.



Hal Crum didn't have his family crewing with him and cheering him on this year, but he still won anyway. He always does.

The five-boat Division V was taken with a DNF and two bullets by Lesley Hazeldine of the Beneteau First 37 *North Road*. We didn't get a chance to talk with her, but we know she was happy. If we're not mistaken, she was the only female skipper.

Taking first in Division VI, also with a

DNF and two bullets, was long time surfer and Mexico cruiser Hal Crum and his Catalina 42 *Angela*. "This is the fourth year in a row I've been on a winning boat, three of those times with our *Angela*. It's the first time I've done the regatta without my wife and two kids, as my daughter has gotten into competitive cheerleading — which is not only surprisingly expensive, but requires her mom to drive her all around." Left with limited visits to his boat in Mexico, Hal is planning to lure his son into surfing as a way of insuring more visits to Mexico in the future. Crum's toughest competition was the Freedom 45 *Illusion*, which is usually a little faster when there's more wind.

The five-boat Division VII couldn't have been much closer, as Julio Freye's Catalina 37 *Justice* edged Gene Menzie's Tar



TROPICAL PLEASURE

Banderas Bay Regatta 2001

(Standings were not calculated beyond third place)

MULTIHULLS

1	Capricorn Cat	Cust. Cat 4	B. Grinols	5.50
2	Pantera	Cust. Cat 4	B. Smith	9.00
3	Meshach	Cust. Multi	T. Temme	10.75

Little Wing, J. Haste; Inetora, X. Zambas; Manta, Jerry Fuller; Profligate,

CLASS 3

1	Roxanna	Cust. Wylie	T. Petty	3.50
2	Blue Herron	J/37	D. Anderson	6.75
3	Jaywalker	J/36	K. Yachechak	9.00

Raven, J. Twardowski; Alarife, M. Danielson; Pegasus, H. Palmer; Nefertiti, R. Carter; Destiny, P. Bennett; Fortuna, G. Schlicht; Scarlett O'Hara, J. Prentice; Cygnus, R. Butler.

CLASS 4

1	Consigliare	Beneteau 41	M. Sclarretta	4.75
2	Windsong	Hunter 43	D. Williams	8.50
3	Chere	Beneteau 461	E. Sweo	14.00

Badenia, V. Dolch; Galapagos, J.R. Villalon; Favonius, M. Pordes.

CLASS 5

1	North Road	Beneteau 37	L. Hazeldine	7.50
2	C'est La Vie	Catalina 47	K. Levy	11.00
3	Hal-Fin	Ericson 38	L. Harlander	11.00

Island Time, K. Coryell; Julia Max, R. Fairchild

CLASS 6

1	Angela	Catalina 42	H. Crum	7.50
2	Olva	Comar 44	J. Goodman	10.00
3	Illusions	Freedom 45	D. Switzer	12.00

Liberty Call, G. Crabb; Puesta del Sol, R. Membreno; Serenity III, J. Fogerty.

CLASS 7

1	Justice	Catalina 37	J. freyre	10.75
2	Nereus	Tartan 34	G. Menzie	10.75
3	Escape Velocity	S-2	I. Murphy	11.00

By Chance, J. Flook; Kynda, P. Young; Linda Rae, R. Fish; Final Straw, C. Straw.

CLASS 8

1	L'escapada	Discovery 32	G. Semeyn	2.25
2	Spondylus	Catalina 27	J. Rivera	6.00
3	Tshak	Hunter 32	L. Alvarado	18.00

Linda Marie, L. & L. Cass, Escape Velocity, I. Murphy; Nereus, G. Menzie; Cheval, B. Trindle; Sea Tern, H. Ford; Ave de Aries, J. Taylor; Vully, M. Daniels.

tan 34 *Nereus* on the basis of a tie-breaker. And these two boats only bested Ivan Murphy's S-2 *Escape Velocity* by a quarter point. Guillermo Semeyn's Discovery 32 *L'Escapada* took Division IX.

We've always thought the Banderas Bay Regatta has a unique feel-good vibe because many of the participants are racing 'with' their competitors as opposed to 'against' them. This is because many of

them have cruised together in Mexico for the winter season, but at the end of the regatta will be dispersing to French Polynesia, the Panama Canal, the Sea of Cortez, or back to the States. In a number of cases, the regatta is the last time some very good friends will see each other for a long time — if ever again. So the Banderas Bay Regatta is not about winning, but having fun on the water with folks who mean a lot to you.

For those of you looking to the future,

the Banderas Bay Regatta is held at the end of the third week in March. It's a great time to have friends from the States fly down to join you, as it's only a three-hour flight from San Francisco, the resort offers discount rates to participants, and after the racing is over there's great cruising to be had within the bay at places such as Punta de Mita, La Cruz and Yelapa. Besides, who wants to miss a chance to have a good laugh with Alan Weaver?

—latitude 38

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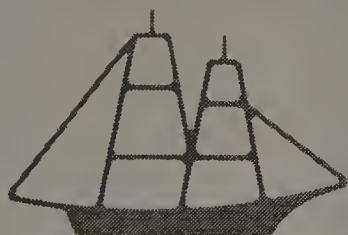
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- John Kretschmer, Sailing Magazine - September 2000 Issue

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- George Day, Blue Water Sailing - September 2000 Issue

"Intended as a custom luxury bluewater cruiser, the Stellar 52 may look like just another deck saloon cruiser from outside, but the quality of her fit out below decks is to a very high standard."

- Matthew Sheahan, Yachting World - 1999 Issue

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SPRING BOATYARD TOUR

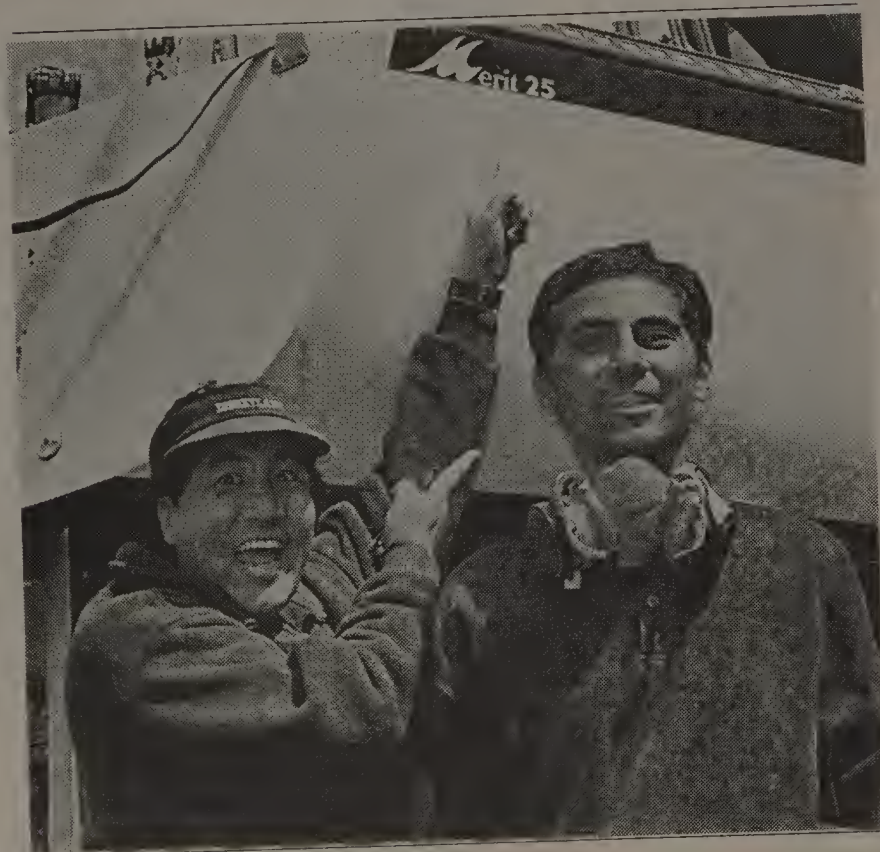
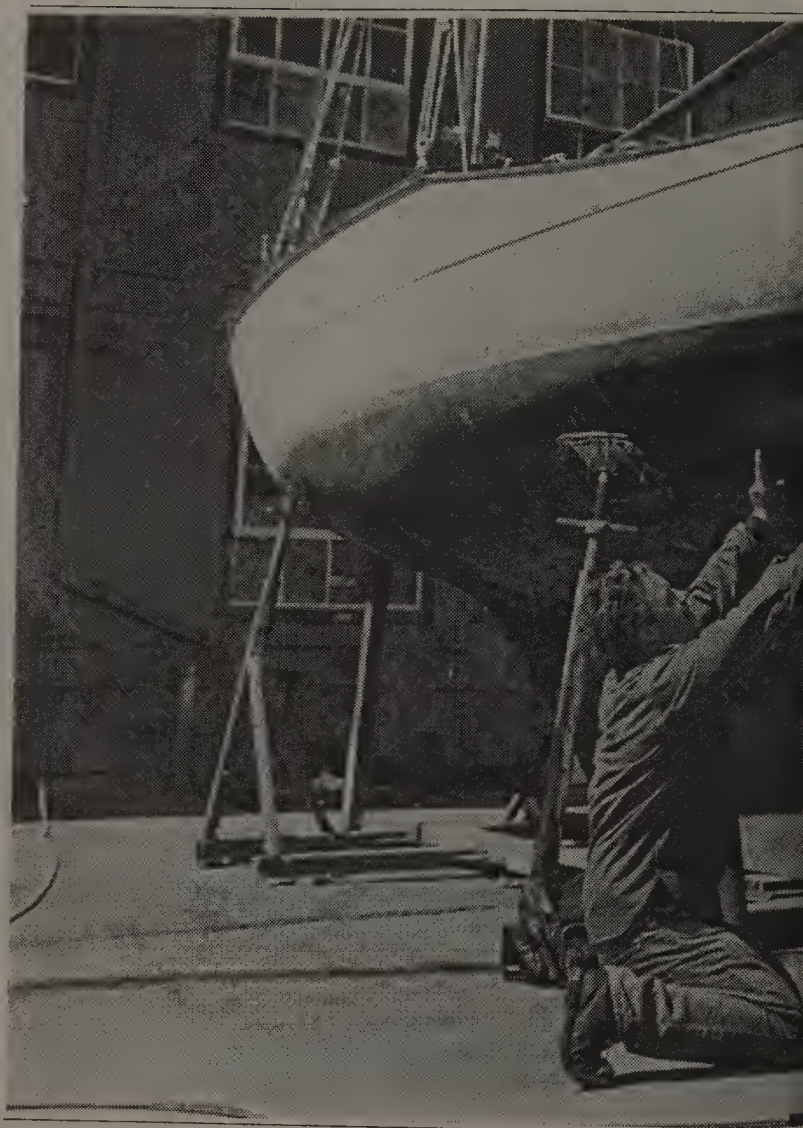
Spring has sprung, or maybe you've been working too hard to notice? We're not sure when exactly it sprang — some would say March 21, the Spring Equinox, which is the official beginning of spring. Others would argue for April 1, an important doubleheader pagan holiday this year, combining April Fool's Day and the first day of Daylight Savings Time. What's your personal barometer of when spring arrived? The start of baseball season? Paying Sam on April 15th? The first beer can race? Or maybe it's as simple as spending that first delicious day in shorts, a T-shirt and flip-flops for the first time since October?

We know spring is here because we just completed our annual tour of the Bay Area boatyards. We're pleased to report they're stuffed to the gills again, a phenomenon that occurs pretty dependably in early to mid-April. In fact, boatowners reported up to one month waiting lists for haulouts at the bigger facilities this year, and even the smaller, do-it-yourself yards took several weeks to get into. "What recession? What stock market slump?" asked Steve Taft, head of Bay Ship & Yacht in Richmond. "We're swamped, as busy as we've ever been."

That's good news for everyone, unless of course you needed a bottom job before the May 5-6 Vallejo Race and couldn't book a time slot. All the activity certainly made our boatyard pilgrimage a bit more interesting this year, as there was no lack of people to interview. In fact, we probably could have done the whole article at either of the two biggest boatyards — KKMI or Svendsen's — but somehow we felt that would have been cheating. Besides, it was fun to do a lap around the Bay, visit lots of yards and come up with yet another completely random sample of people messing about with their boats.

As always, we enjoyed meeting everyone we profiled. We hope you enjoy meeting them, too.

— latitude/rkm



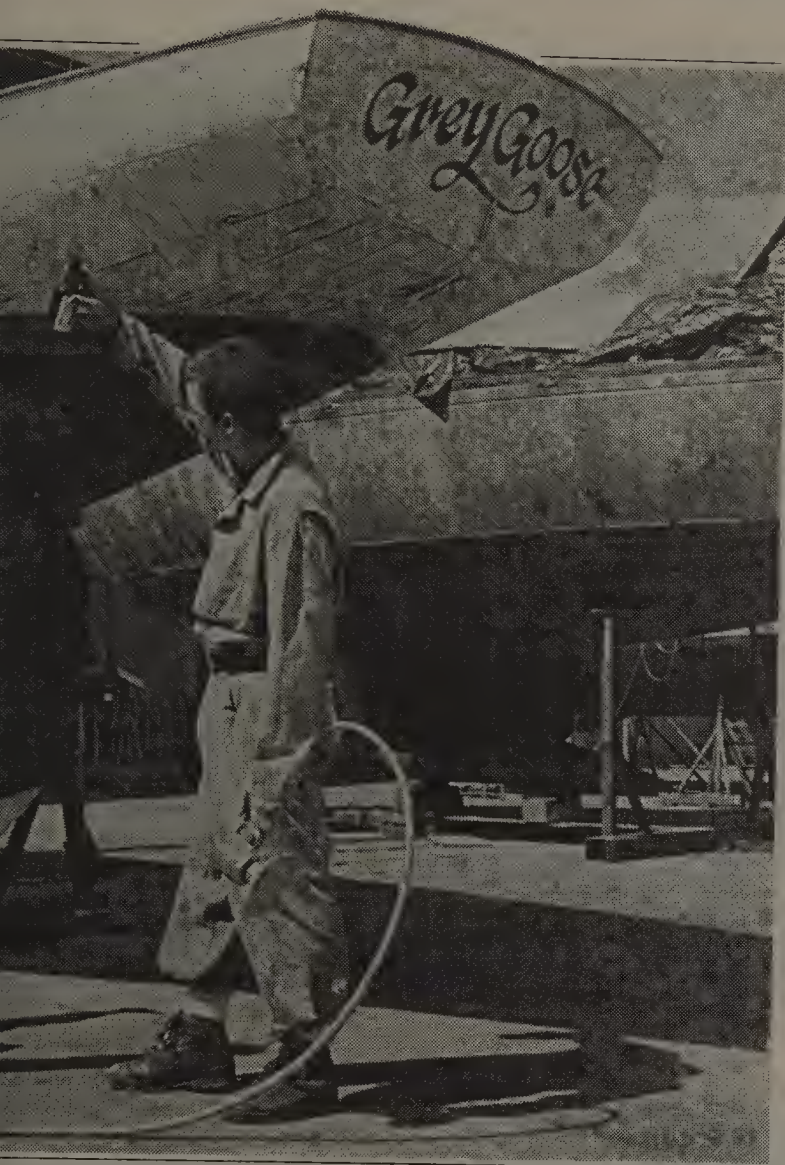
Loose Lips, Merit 25 — Doug Chew (left) and Phill Mai used to be partners in *Loose Lips*, an '84 Merit 25 formerly named *Insatiable*. They divorced amicably when Doug recently bought sistership *Ragin' Cajun*, an '81 model that he quickly renamed *Challenger*. "Between the two of us, we represent one quarter of the active Merit 25 fleet!" they laughed.

"These boats are fun, and they're a tremendous bang for the buck," claimed Mai, a San Francisco mechanical engineer and Berkeley YC member. "Nearly 30 of the 300-some Merit 25s built are scattered around the Bay Area, and you can get one for about \$7,000 to \$10,000. In fact, you could just about buy every Merit 25 on the Bay for the price of one new J/105!"

Loose Lips was on the hard at Berkeley Marine Center for ten days while Mai toiled on the bottom. "It felt like nonskid when I hauled it," he said. "I'm doing a racing bottom this time, or at least my economy version of such a thing. It's gonna be fast! Doug and I have a standing 'hamburger dinner bet' going at the BYC beer can races — and I plan to eat free every Friday night all summer!"

Mai will also enter *Loose Lips* in HDA this summer, taking on perennial class champs *Chesapeake* and *Twilight Zone*.

— MESSING ABOUT WITH BOATS



Grey Goose, Bird — Owner James Nichols (right, hoisting a beer) and crew Chris Jordan were getting their 1929 woody ready for the upcoming WBRA season during a one-week haulout at Svendsen's Boatworks. Painting the topsides and bottom were the biggest projects on their list. "We're going to get more serious about racing this summer," claimed James, a tugboat operator at Bay Delta Maritime in San Francisco. "Our first race is on April 28, and if nothing else, *Grey Goose* will look pretty!"

Nichols, age 29, has owned the 82-year-old boat — a five-year season champion when Jock McLean used to campaign her — for three years. "I think I'm the eighth or ninth owner," said Nichols. "She's hull #10 of the 24 built, and 11 of the boats are still racing. In fact, the Birds are the oldest active racing fleet on the West Coast! Two of them have sunk, but 22 are still around the Bay in various states of repair. Go look around the corner at *Robin* if you want to see an example of an immaculate one!"

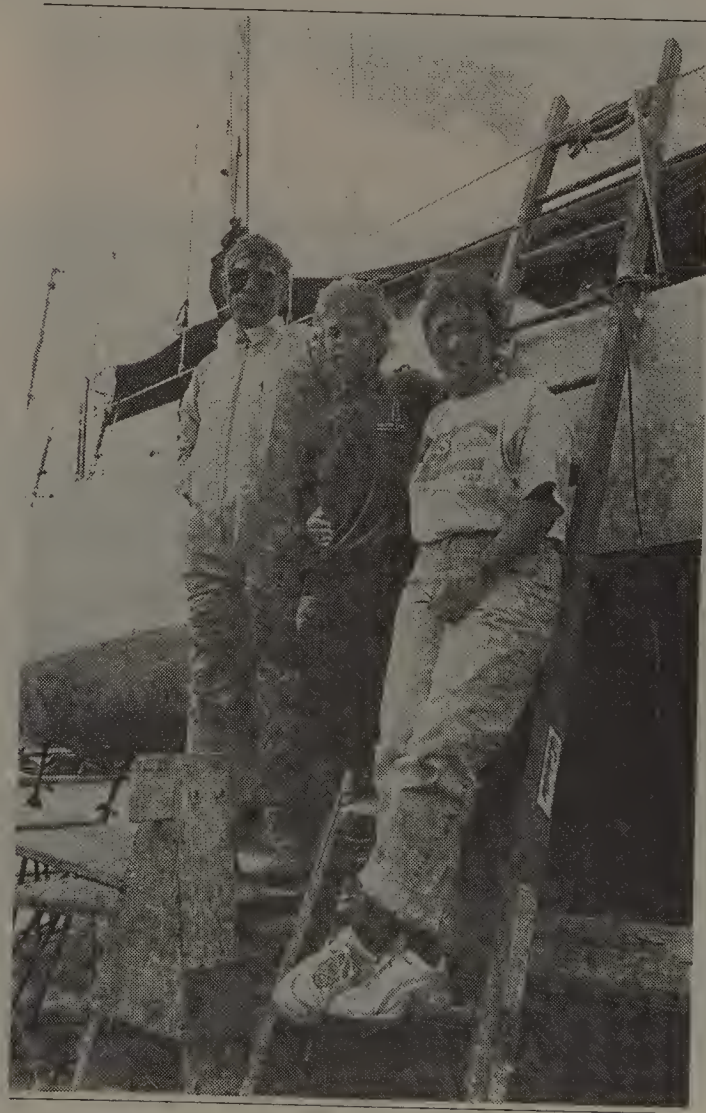
Nichols and Jordan — who operates six-pack charters on his Rhodes Swiftsure 33 *Lola* — generally race the boat doublehanded, sailing to the starting lines from their close-by Pier 39 slip. "It's actually hard to find crew and, besides, we don't really need anyone else to sail the boat," commented Nichols.

Spirit, S&S 33 — "Is this any way to spend spring break?" laughed Steve Lewis, who was covered head-to-toe in blue dust from sanding the bottom of his trusty 41-year-old custom boat. Lewis, a geology professor at Cal State Fresno, was doing "mostly routine" annual maintenance at KKMI on the mahogany-planked *Spirit*. He was joined by his wife Ann, an artist, and almost 12-year-old son Michael. An older son, 18-year-old Patrick, was off representing UC Santa Cruz at the St. Francis YC Collegiate Dinghy Regatta, "an excused absence."

Lewis is the seventh 'curator' of *Spirit*, which was built in Hong Kong for George Kiskaddon and commissioned in Sausalito by Hank Easom. Peter Sutter was probably *Spirit's* best-known owner, sailing her throughout the South Pacific. "She's done the Sydney-Hobart Race, and probably a dozen Pacific trips," said Lewis, who notched another voyage to Hawaii in last summer's Pacific Cup. *Spirit* ended up second in Division A, and Lewis is "80% sure" he will take another shot at the Pac Cup in 2002.

"I love everything about wooden boats, even working on them," claimed Lewis, who was happily grinding down some unexpected bubbles in the lead of *Spirit's* keel. "We'll leave the actual painting to the yard, but we're doing all the prep work ourselves."

The Lewis family plans to race *Spirit* in HDA this summer, starting with the Vallejo Race. "We use the boat a lot," claimed Ann, who is also active in the Richmond YC junior program. "It's our weekend retreat from the Valley heat."

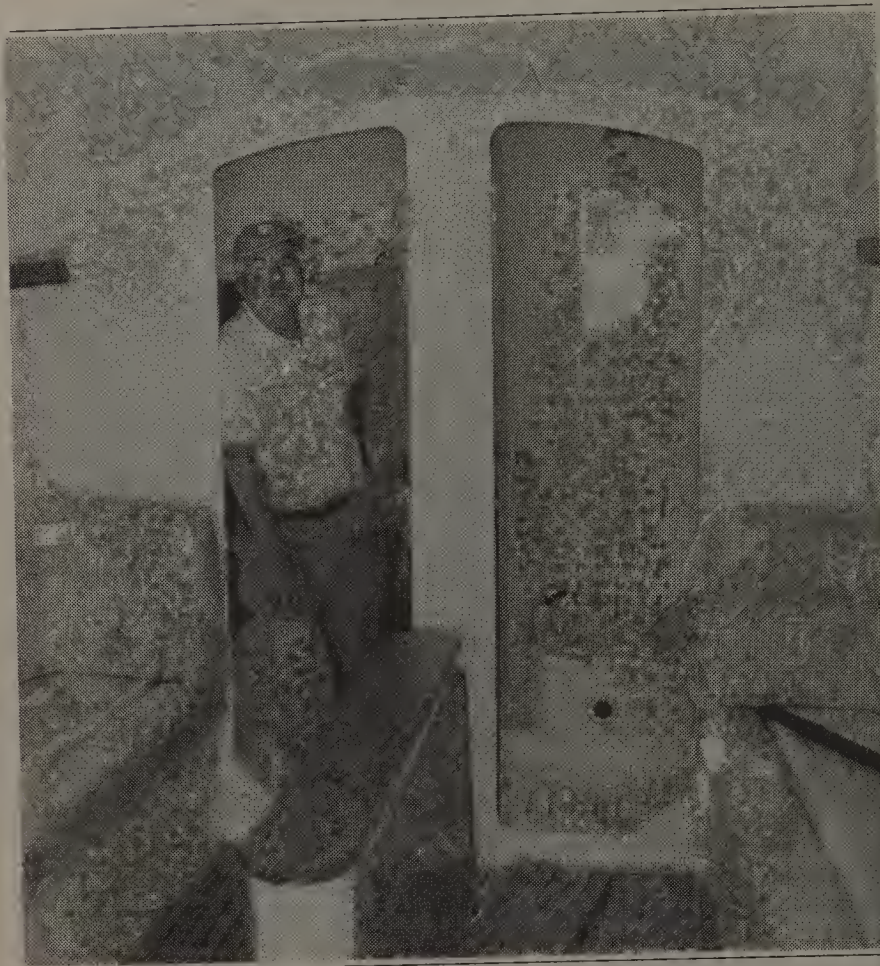


SPRING BOATYARD TOUR

Illusion, Farr 395 — Chuck Brewer, a 66-year-old semi-retired Newport Beach entrepreneur, knows a thing or two about boats. He's owned and raced, among others, the Andrews 42 *Free Enterprise*, the SC 50 *Samurai*, the Wylie 46 *Heartbeat* (which he sold last fall), and he still keeps a 'crew boat', the B-32 *Zena* (soon to be renamed *Allusion*). "When I began searching for a new boat, I was looking for something that was easy to handle, had less sails to carry up the dock, and one that could also cruise to Catalina on weekends," said Brewer. "And it had to have less draft than *Heartbeat*, as Newport Harbor has been filling up with mud and I couldn't use the dock in front of my house!"

Brewer travelled as far as Europe looking at new boats, but bought *Illusion* (hull #8) after a testsail in Rhode Island. Part of the deal was that he allow Farr International to display *Illusion* at Sail Expo, which is why it was being prepped at Nelson's Marine. "She's everything I was looking for!" said Brewer. "I even had them put an aft state-room in, as well as an electric winch."

Right after Sail Expo, Brewer was planning to rush *Illusion* south in time to debut in the doublehanded division of the Ensenada Race. The boat's SoCal PHRF rating is 48 around-the-cans and 36 for downwind races, and Brewer was eager to test the zippy 39-foot spritpolar in combat conditions. Thirty-five Farr 395s are now back-ordered through next February, with two boats a month popping out of Barry Carroll's crowded Rhode Island shop. Two of the forthcoming 395s will be going to West Coast owners, including one to Paul Kent of San Francisco.



Patita II, Farallon Clipper — "This is my birthday party!" explained Peter Schmale, a Marin County insurance broker. "My wife just catered a wonderful lunch, and we have plenty of cold beer. Hey, can I offer you one?"

A small army of friends was sanding and filling the bottom and topsides of the light blue, 61-year-old woody that day, including (left to right): Rich Haslacher, birthday boy Peter Schmale, brother and co-owner Michael Schmale, Robert Goan, Jerry Kvalheim, Brig 'Sea Dog' Denison and young Amy Denison. Four other people had 'punched out' earlier, and three more were scheduled for the next day. "I sent out written 'party' invitations," said Schmale. "The guys have been calling me 'Tom Sawyer' all weekend!"

The Schmale family has owned *Patita II* since 1974. They bought the historic boat — hull #1 of the 19 built by Stephens Brothers in Stockton — from original owner Jesse Carr. (Check out the current issue of *WoodenBoat* to learn all about Farallon Clippers.)

"We haul *Patita* every 18 months," said Schmale, whose late uncle Jack Schmale wrote the sailing column for *The Chronicle* in the old days. "It's like the Golden Gate Bridge — the work is never-ending! But everyone who helps out has a standing invitation to go sailing. For years, we've been known as 'the blue boat that sails out of Sausalito every Wednesday afternoon!'"

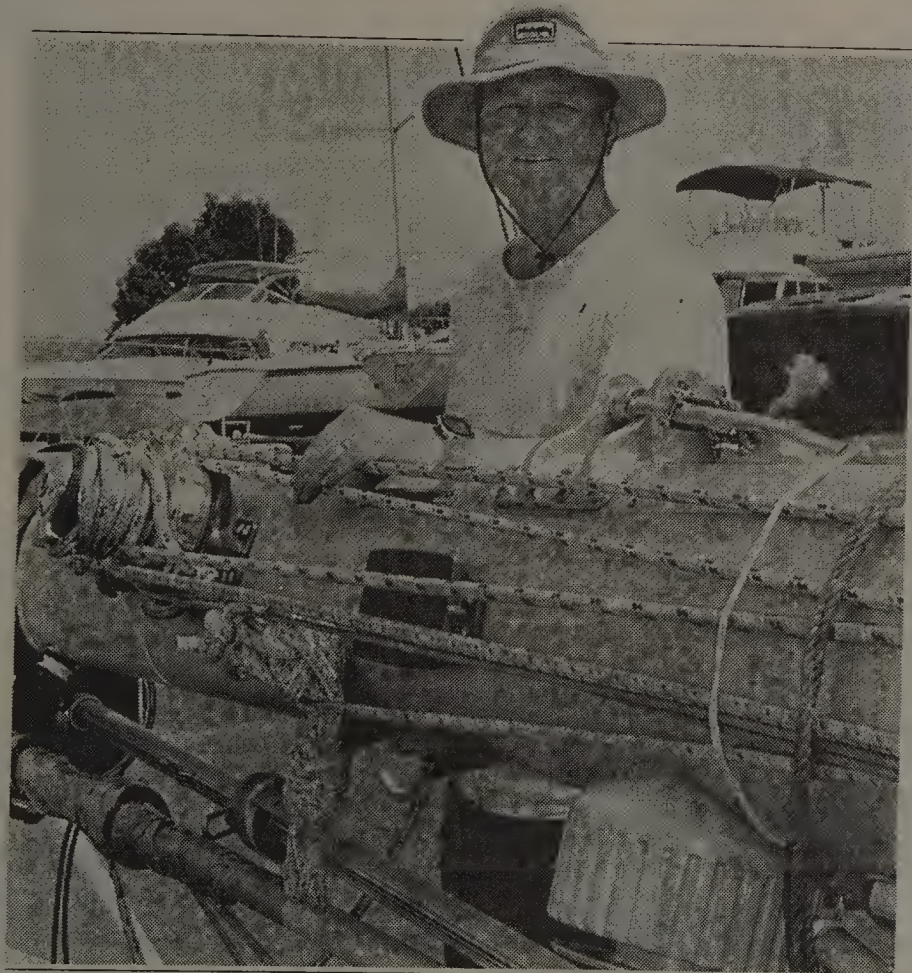
— MESSING ABOUT WITH BOATS

Ypso, Cal 2-27 — "This is the first haulout I've ever done on this boat," said masked man Tim Stapleton (middle), a commercial printing sales rep and former *Latitude* staffer. "I've never even seen the bottom of *Ypso* before. When I bought her a few years ago, I just had a diver do an in-the-water survey."

Tim and longtime crew Gregg Wisley (left) and Doug Partridge were halfway through a standard long weekend haulout at the Bay Ship & Yacht yard in Richmond. "We pulled the boat late Thursday, and have since sanded off about seven layers of bottom paint. We popped and filled some blisters — nothing major — and fared in the thru-hulls. The worst thing we found was that the collar for the depthsounder was sticking down almost an inch and ready to fall out — that would have been slow!"

The three friends planned to get two coats of bottom paint on the Cal *Ypso* (get it?), as well as wax and buff the topsides, before the scheduled Monday launch. "The boat should be faster now," figured Stapleton. "Joining the 198-raters in ODCA looks like fun, but with a new baby and a big mortgage, I'm pretty limited in the amount of racing I can do. Hopefully, we can at least get in the Silver Eagle this summer."

As we were leaving, one of the BS&Y office women walked around the yard offering everyone homemade lemon bars. "Is this a great boatyard, or what?" grinned Stapleton.



Pita, Tayana 48 — Jim Lewis, who works in the apparel business, was busy *decommissioning* his still-new boat at Alameda's Grand Marina. "We're moving to Greenborough, North Carolina," explained Lewis. "In fact, my wife Kim is back there house-hunting right now. We've already found a slip in Wilmington for *Pita* — don't ask what that name means! — and she's being trucked out there in a few days. Eventually, we plan to build a dock for *Pita* on some property we bought along the InterCoastal Waterway."

Ironically, Lewis hardly got to sail on San Francisco Bay at all before getting transferred. He bought the boat in October, and spent the fall commissioning her. "I really liked the center-cockpit design; it's perfect for bluewater cruising. I also enjoyed working with Neil Weinberg, the Tayana dealer. The whole experience has been positive, though I regret not getting to spend a summer sailing here on the Bay! But I can't wait to start cruising back East — I think our first big trip will be to Bermuda."

Lewis, whose brother John did the '94 SSS TransPac in the NorSea 27 *Proper Motion*, enjoys doing his own boat work rather than hiring the jobs out. "I've learned every inch of the boat, which will be invaluable when we go cruising," he claimed.

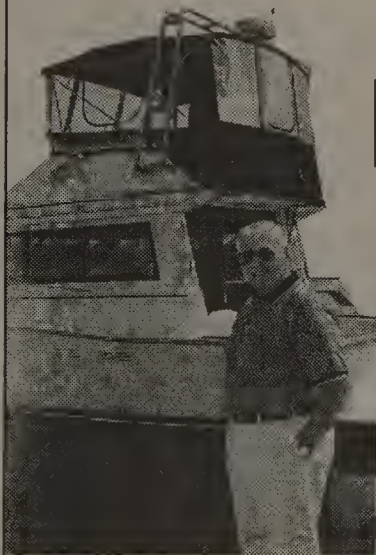
SPRING BOATYARD TOUR

Little R, 80-foot semi-submersible — This brand new \$3 million, 100-ton vessel was in the slings at Bay Ship & Yachts, and we couldn't resist going over to gawk. "We spent the last year and a half building her," explained Jim Mayfield, a VP with Sub Sea Systems at Mather Field (near Sacramento). "We're doing sea trials on the Bay, and then shipping *Little R* to Moorea, French Polynesia, in two days. Her owners, Renaissance Cruises, will use the boat to entertain their guests."

Mayfield and his 9-year-old son Keena were cleaning up *Little R* for a 'friends and family' outing later that day. "We'll just motor around the Bay," said Jim. "Underwater sightseeing isn't an option on the Bay — you can't see two feet out the windows around here!" Mayfield stopped working long enough to give us a tour of the 138-passenger 'semi-sub' ("Don't call it a glass-bottom boat!" laughed Jim). The elegant interior was particularly impressive — exotic woods, leather seats, chrome pipes, a bogus wheel ("for the kids to play with") and fake instruments combine to create a Jules Verne-like fantasy atmosphere. Batteries of underwater 250-watt halogen lights, 16 to a side, will even allow tours to run at night. "Everything was built to the highest French standards," claimed Jim. "We've built a dozen semi-subs since 1986, but this one is really special."

Powered by twin Cats, *Little R*'s top speed is 9.9 knots. "Our touring speed is more like half a knot," explained Jim. "You'd get seasick at anything faster — it would all be a big blur. Basically, these boats are like waterborne blimps — not very fast, but extremely maneuverable."

ALL PHOTOS LATITUDE/ROB



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SAGA — THE COSTS

For those readers who didn't follow our *Letters and Changes in Latitudes*, what follows is a brief summary of our two-year family cruise, along with some thoughts on what worked and what didn't work.

Our family of five — Matt, 41, Polly, 43, and children Caleb, 10; Hayden, 5; and Addie, 3 — sailed beneath the Gate on August 19, 1998, and worked our way south for the start of the '98 Baja Ha-Ha. After six months cruising the Sea of Cortez, we headed directly to Costa Rica. After three months there, we continued on to Panama, where we spent four months in the San Blas Islands. After another month in Cartagena, Colombia, we returned to the San

Blas for a last hurrah and to wait for hurricane season to end. We then sailed up the Western Caribbean to Roatan via Isla Providencia. Our next stop was Guatemala's Rio Dulce, where we parked for three months before continuing on to Belize, Isla Mujeres, Mexico, and Key West. We then sailed up the Eastern Seaboard to Stonington, Connecticut, where we left the boat while we returned to the Bay Area by car on August 22, 2000. We were gone almost two years to the day.

Beyond the geography lesson, there is no simple way to summarize the trip, as people perceive such undertakings through their own fears and/or biases. Was it a success? Was it a dream come true? Were we ever scared? How could we afford it? What did we eat? Weren't we bored? While some of these common questions seem silly, they nonetheless merit a response. Everyone — no matter how landbound or hydrophobic — responds in some way to the notion of 'taking off', and was therefore curious about what we went through, the 'hows', 'whys' and 'wheres'. Perhaps the hardest question to answer is, "What's it like being back?" Without waxing too philosophical, I will try to answer some of these questions.

Money

Money is a preoccupation for almost all cruisers. For many, the most intractable aspect of money while cruising is

the shift from being a part of the game to stepping aside from it. After all, our society places so much value on income that

it is often very hard for people to voluntarily sit on the sidelines.

But from a cash flow perspective, it wasn't long before we realized that cruising is affordable for almost everyone. We met and enjoyed times with cruising folks from every part of the economic spectrum. We spent time with cruisers on shoestring budgets, with people who 'spared no expense' — and everyone else in between. Interestingly enough, the

amount of one's cruising budget didn't seem to make much difference to whether their boat was necessarily safer or better equipped, let alone whether those aboard were happy.

Our family — remember there are five of us and we were cruising on a 65-foot boat — spent about \$40,000 a year. This included everything: all boat expenses, a \$1,000/month satellite phone habit, an \$8,000 elective surgery, plenty of inland travel, and a new laptop. Even though we spent much more money than most cruisers and made no particular effort to be frugal, our whole trip was far more economical than our normal life in the Bay Area! Once we got to the tropics, we found that the cost of living plummeted. We met numerous families who had sustained their cruising lifestyle for five to 10 years by simply avoiding the more expensive areas.

Even though we spent much more than most cruisers, our trip was far more economical than normal life in the Bay Area!

Everyone has different requirements in terms of boats, gear and monthly expenses, but the bottom line is that money isn't really much of an obstacle to going cruising. The big ticket item is, of course,

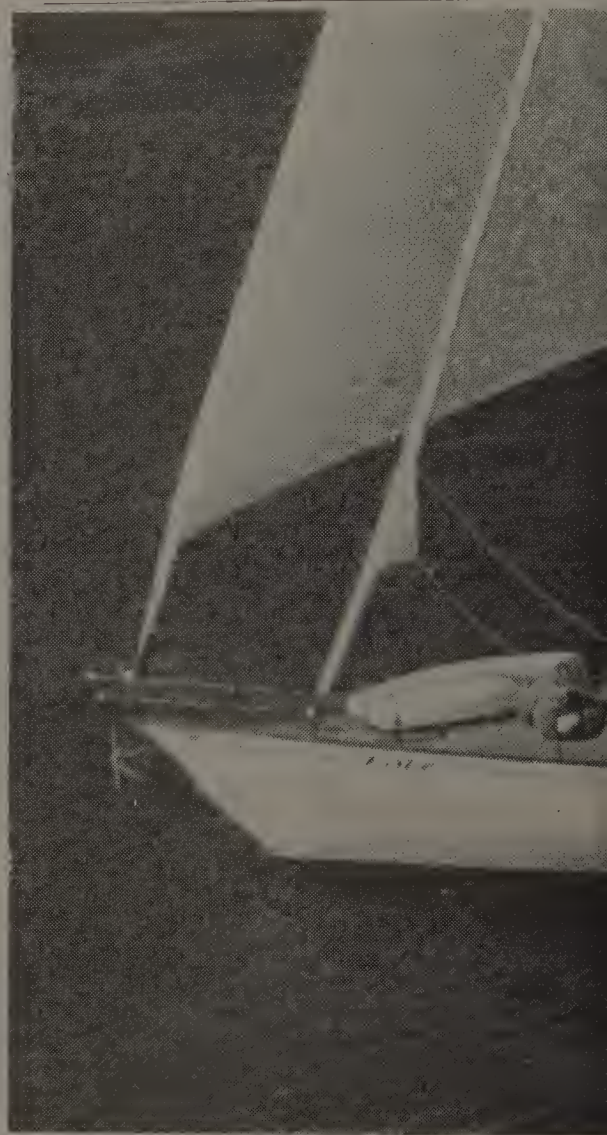
the boat, but there are loads of capable, reasonably-priced boats on the market. We also found that it's not hard to earn a living while cruising. Working for fellow cruisers repairing engines, refrigeration systems and the like is one way. Others include teaching, managing restaurants, consulting, or running shoestring trading operations.

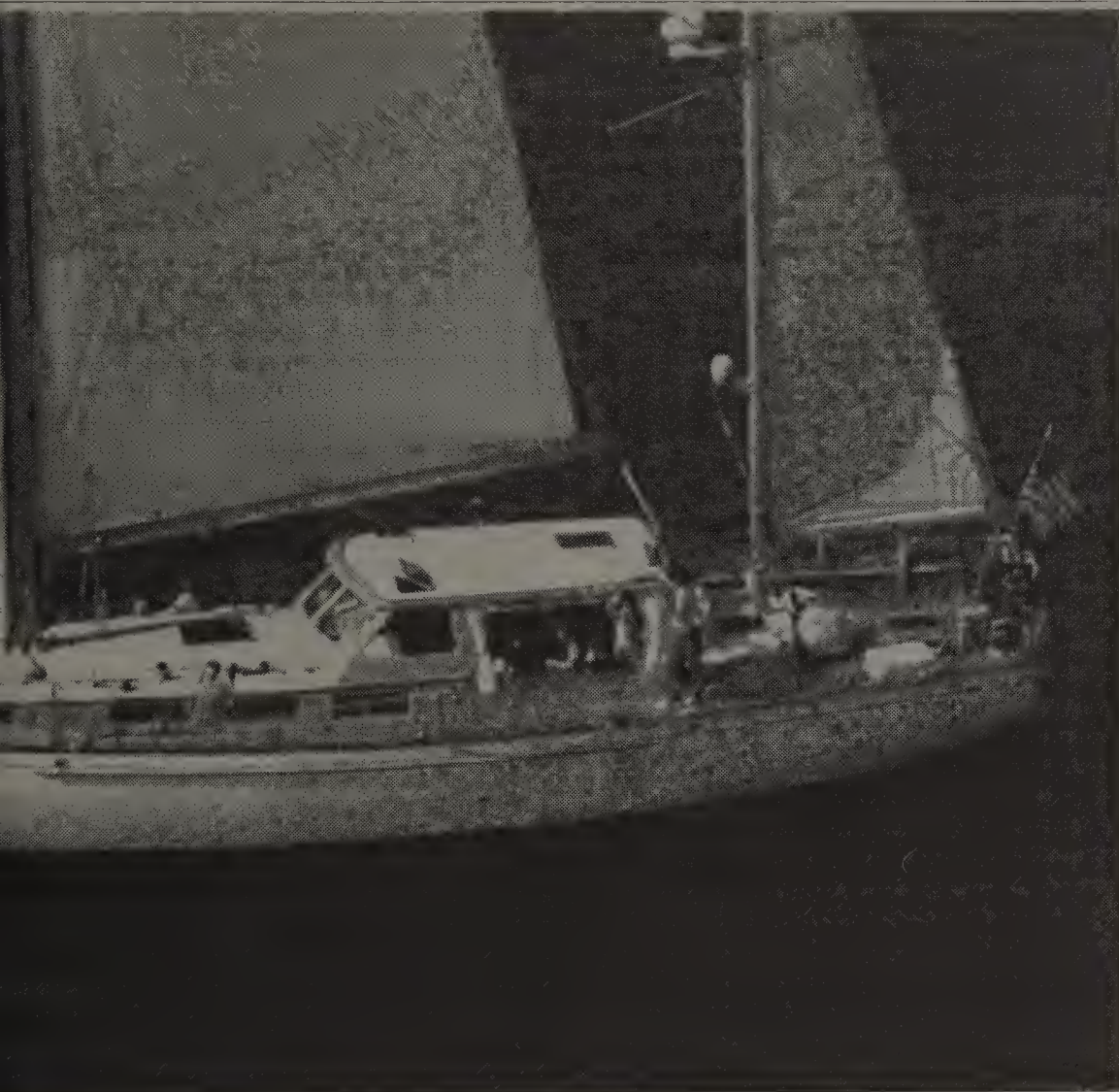
Safety

Safety is always a big concern. Our Tom Wylie-design 65-foot steel ketch — which had already completed two circum-navigations — performed magnificently in



The Stone family (with taxi-driver/line handler Peru) in the Panama Canal. Standing, left to right, Matt, Polly, Caleb, Hayden (sitting) and Addie.





'Saga' heads south with the '98 Baja Ha-Ha fleet. The big Wylie design has completed two circum-navigations since her launch in the mid-'80s.

fear was that we might get overpowered and find ourselves unable to deal with the sheer mass of such a big boat. For example, at one point we found ourselves making 14 knots over the bottom in 25-30 knots of breeze and lumpy seas. Even after reducing sail to a double-reefed main, we were still making 9 knots. We were all right, but I'm not sure how I would have handled the situation if the wind had built even further.

The fact that we had three youngsters aboard meant we had three additional worries that many cruisers don't. It was critical that everyone stay aboard. While we varied our routine, the kids tended to stay within the confines of *Saga's* large and protected pilothouse. The wearing of PFDs was required any time someone was on deck. We had harnesses, but found them to be restrictive and problematic. We had the harnesses out in rough weather, but rarely used them. In fact, *Saga* was so comfortable and dry that we never put on foul weather gear during the entire two

years! Had our boat been smaller — and nobody needs a 65 foot boat to be safe — we would have been far more cautious about clipping on.

After we bought our first boat and took off across the Bay of Biscay, a wise Frenchman shouted to us, "Remember, comfort is security when at sea!" We've found that these were words to live by. Whenever we've pushed our boats too hard, we'd get tired and make mistakes that could have led to problems. But if we just relaxed and sailed comfortably, things — and our ability to cope — generally improved. For example, it's easy to cook when you're heeled over 10 to 15 degrees. But when heeled 20 to 25 degrees, it's unpleasant — and no longer as safe. The solution is to shorten sail. It may take you a little longer to get where you're going, but you'll be safer and happier.

Then there's the matter of personal safety off the boat. The incident in which the young Dutch boy was shot at Media Luna Cay in the Western Caribbean raised the spectre of more insidious safety concerns. My cousin, who has cruised long and often, used to joke that it was easy to

tell when you were at a cruiser gathering, because the topics of conversation invariably would be batteries, reefers (the ones you put food in, not the ones you smoke) — and guns. After thinking about it, we decided not to carry guns because you have to smuggle them into most countries. And if you have to smuggle them, they probably wouldn't be handy when you need them. The fact that nobody in our family knows anything about guns also played a part in our decision.

In all the conversations we had with other cruisers who had problems ashore, bad luck seemed to be a major factor. It isn't enough to be in the right place at the wrong time, or vice versa. Like the Dutch boat at Media Luna Cay, you have to be in the *wrong* place at the wrong time. The SSB/Ham nets are good sources of real-time information about what places might be risky, but ultimately there are some risks you cannot avoid without missing almost everything. We believe a person has a far greater chance of getting run down on a street in San Francisco than becoming pirate fodder on one of the



Despite concerns from other cruisers, little Addie was quite at home climbing the rig.

normal cruising routes. The big difference — and it's significant — is that rapid medical help is not just a 911 call away when

SAGA — THE COSTS



you're cruising.

This leads to the other major safety concern, particularly for parents, which is health care in remote areas. When you're the parents of cruising kids, you are the primary healthcare resource. We were lucky during our trip, as our family experienced no major traumas, illnesses or infections. In fact, being out of the germ pools that are our urban schools, transit systems and so forth, our family was healthier than we've ever been. Nonetheless, we constantly worried about everyone's health. Having a satellite phone enabled us to keep in contact with our home physicians, which was both a great luxury and comfort.

I think our awareness of our limitations as medics caused us to be a little less free with the kids' behavior than they would have liked. If Caleb, now 12, had to hear my "we are in the business of not getting hurt, so it is our job to think before we act" lecture one more time, he would have jumped ship. Having said that, we became comfortable as a family on the boat and tolerated some behavior that other adults found reprehensible. For example, five-year-old Addie routinely freehanded two-thirds of the way up to the first spreaders of *Saga's* 90-foot mast. Being safe while voyaging at sea seems to be a matter of forethought and common sense. We always said we had no interest in 'adventures', because an adventure is something that involves danger, either by design and/or default. I am happy to report that we had none.

'Saga's cruise would have been quite a bit tougher without 'Pulp Fiction', her 10-ft inflatable. The 'SUV' was invaluable for transporting lots of people and gear.

Gear

Boat gear is overrated. We were lucky to buy a boat that had been carefully thought out, had circumnavigated twice, and was well-equipped. Before we left, we replaced some sails, switched the electric stove for a propane one, added an inverter and a backup to the autopilot — and left. This was serendipity rather than intelligence on my part.

If I could say anything to someone eager to go cruising, it would be 'throw out the glossy sailing magazines, don't look at the boat gear catalogs, and don't spend too much time at boat shows.' Our experience proved to us that you really don't need much of what the marine industry tells you is essential. One cruiser we met said it best: "If consumption were the source of happiness, Americans would be the happiest creatures on earth." Our navigation tools for two years were a handheld Magellan GPS and a 15-year-old depthsounder. We loved our Furuno 48-mile radar and used it a lot, but I can't say that it was critical to our well-being. I used charts on CD, but would have been happier with paper charts if they'd been cheaper. So what do you really need? Every cruiser will have a slightly different answer, but my list, in order of importance, goes like this:

— Reliable self-steering.

— A really good anchoring system.

— The biggest and fastest dinghy you can comfortably carry. (We had a 15-ft Mako catamaran style inflatable with a 25 hp engine. It planed with six adults and three kids and was dry. Even though we had a 65-foot boat, we couldn't figure out where to stow a hard-bottom inflatable. We never regretted our fully inflatable Mako.)

— Ample fuel and water.

— An SSB and a GPS.

The rest is fluff. My suggestion is that folks not equip their cruising boats to the gills before they venture out the Gate. You will add things as you go anyway, so why not sail for a while and figure out what you really need as opposed to what someone tells you that you need?

A good example of this is *Saga's* restaurant-size deep freeze. This unit looked great to us on the dock. But once we started cruising, we found that we enjoyed shopping for food wherever we went. After all, what better way to get to know a place and her people than by going to the market? In any event, after filling our freezer in San Diego, we discovered that we really didn't have much use for it — and had to use dunnage to reduce its size. It wasn't until we got to Guatemala a year into our cruise that we got rid of the last frozen stuff we'd bought in San Diego! So go first and buy later.

Contrary to popular belief, it is not that big of a deal to find just about anything you want wherever you go. And it gets easier every day. ATM's, FedEx and the internet have vastly simplified the logistical side of cruising.

Fear

Everyone who goes cruising has 'scares'. Entering reefs, for example, isn't something that's ever stress free, particularly if the entrance is unmarked. We had a delightful sail from the mainland of Belize toward Lighthouse Reef, and elected to take a shortcut that would entail entering the atoll from the windward side. The conditions seemed ideal, with absolutely clear and smooth water. However, sighting in clear water is never as easy as it looks on the charts or is claimed in the guidebooks. While we found the entrance without much worry, it was silly for us to have painted ourselves into a corner when the smart alternative was to backtrack 10 miles upwind.

Our 'scariest moments' were actually at anchor. We rode out the fringes of hurricane *Lenny* while precariously anchored

ALL PHOTOS COURTESY SAGA

in the shallows of Isla Providencia. Other friends spent the same four to five day period clinging to the lee side of Media Luna's leeward side, riding out 45-knot winds. Early in our trip, we rode out 65-knot williwaws at Isla Partida in the Sea of Cortez. That amount of wind is always cause for concern. While on Costa Rica, we had a miserable night of bouncy seas in heavy rain while wedged into a small anchorage with huge rocks dead astern.

One of the trade-offs inherent in bigger boats is that you are generally obliged to anchor further out in order to have enough room to swing. Generally, this means fewer bugs and less noise from other boats, but also more exposure to the swell. There is one benefit to anchoring further out — you usually have a clear path of escape if you have to cut and run for some reason.

It takes time to develop confidence in your ground tackle and understand your boat's movement at anchor. Sometimes it took several attempts to get the anchor to stick to our satisfaction, but we never dragged. Had *Saga* not been equipped with an extremely powerful hydraulic windlass — of the type commonly seen on fishboats — we might have occasionally been tempted to settle for marginal holding rather than hauling up and re-setting. Our worst case was off Colon, Panama. We were tired, having just come through the Canal, and it took us about six attempts — and almost two hours — to get the hook to set in 25 knots of wind. The only way we could get the hook to stick in the silty mud and goo was to let out 200 feet of chain followed by 400 feet of rode! Without oversized ground tackle,

it would have been even more of a nightmare.

Kids Onboard

Most cruisers are couples or individuals. Having kids along makes for a differ-

If anyone thinks that a cruise will magically eliminate the issues of the average family, they are mistaken.

ent kind of cruising. One of our great disappointments is that we didn't encounter lots more boats with kids. In retrospect, we should have done more buddy-boating with the 'kid boats' we did find. As a rule, the older the child, the more confined they'll feel by the cruising lifestyle. Unless a teenager begs you to go cruising, I wouldn't try it.

Although some families conducted school while underway, we didn't. The combination of the rigors of a passage and the fact that the kids were prone to seasickness made passages school holidays. While at anchor, school work imposed a certain routine — and it also led to longer stays in one place. Many cruisers flit from one anchorage to another, but this was not our style. At one anchorage off Chesapeake Bay, someone actually rowed out to *Saga* to inquire if we were "okay". We'd been there for three weeks and they wondered if we had mechanical or health problems. No, we just liked the spot and couldn't be bothered to move until the stinging jellies started making swim-

Caleb at 'school.' The kids were excused from class while underway.

ming and wakeboarding unpleasant.

When we originally set off, we had designs on the South Pacific and perhaps a circumnavigation. But it quickly became apparent that it would take almost 10 years to circumnavigate at the pace we prefer to travel. Obviously, many boats cover ground much faster, with three years being a typical circumnavigation. In

fact, cruisers seemed to fit into two categories: 1) Those for whom the getting there is all the fun, and 2) Those for whom being there is all the fun. We fell into the latter camp, although we met 'kid boats' in both categories that cruised successfully.

If anyone thinks that setting off on a cruise will magically eliminate the slate of issues that confront the average family unit, they are mistaken. But cruising doesn't necessarily magnify them either. I think we are a closer family for having done our cruise. The kids especially have stronger sibling relations than they otherwise would have. They are also less tribal than kids who remain in age differentiated classrooms.

What close proximity does, however, is heighten everyone's awareness of moods. Kids take their cue from their parents. When Polly and I were relaxed and comfortable, everyone else usually was, too. On the other hand, when the challenges and stress of maintaining an engine, generator, reefer, watermaker, hull, sails and so forth got the better of me, my foul mood was infectious. When we headed north from San Blas, we blew the R-14 out of a cracked hose in the reefer, which we were counting on to preserve 14 liters of ice cream. I spent hours in the bilge trying to fashion a replacement fitting, and my resulting black mood inflected the whole crew. It made our strenuous three-day passage more stressful than it needed to be. By the way, most of the ice cream survived. What melted got shared with G.B. and Sarah off the Morro Bay-based *Djarkka* when we arrived in Providencia.

Schooling had been one of our biggest concerns prior to departure, but turned out to be relatively easy. The most difficult aspect for us was having children at such different grade levels. Juggling three different curricula required a lot of organization, and there were times when one child's needs exceeded the time available. We started with the Calvert 'school' in a



SAGA — THE COSTS OF CRUISING



box', then graduated to Oak Meadow, which is a Waldorf-based curriculum. Each one had advantages and disadvantages, but both provided an excellent framework. Had we stayed out much longer, we would have designed our own curriculum. With the exception of math, it is far better and more enjoyable for

The Stones' many cruising memories include this Christmas aboard in La Paz.

teacher and student to draw your lessons from wherever you are, and there is ample material no matter if you're at Catalina or Cartagena. All three of our kids reintegrated into local schools with relative ease. One caution: the Waldorf system

takes a completely different approach to reading than the California public school system. So if you start with Waldorf, you shouldn't switch back until the third grade.

Re-Entry

Coming home is much harder than we expected. When you leave to go cruising, you happily go from high gear to low gear — but the reverse transition is much harder. Our only recommendation is that you plan your re-entry as carefully as you planned your departure.

Since we are landbound for the foreseeable future, this will be *Saga's* last transmission. We send best wishes to all the wonderful folks who are 'out there' or 'back here', and thanks to *Latitude* for providing the virtual 'salon' for cruisers around the world. By the way, *Saga* is for sale and ready for her next long cruise. If you're interested, check out the ad for her elsewhere in this issue.

— matthew stone

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BVI SPRING REGATTA

Back in the early '70s, the British Virgin Islands might as well have been on the moon for all that most American sailors knew about them. There were only a handful of expat sailors in residence, even fewer cruisers, and the fledgling yacht chartering industry was just starting to gain momentum.

But as the old adage says, put a few boats together and you'll soon have a race.

So it was that the first annual BVI Spring Regatta was staged in 1972 with a fleet composed of classic wooden charter yachts, modest cruising boats and a bevy of 19-ft Squib dinghies.

During the three decades since, this sunsoaked British territory has maintained its idyllic tropical allure, while its boating industry has grown exponentially, making it a must-sail destination for sailors all over the world. And these days, the annual three-day Regatta has become one of the largest and best-loved sailing events in the Caribbean, drawing entrants from Europe, North America and many islands of the West Indies. Celebrating its 30th an-

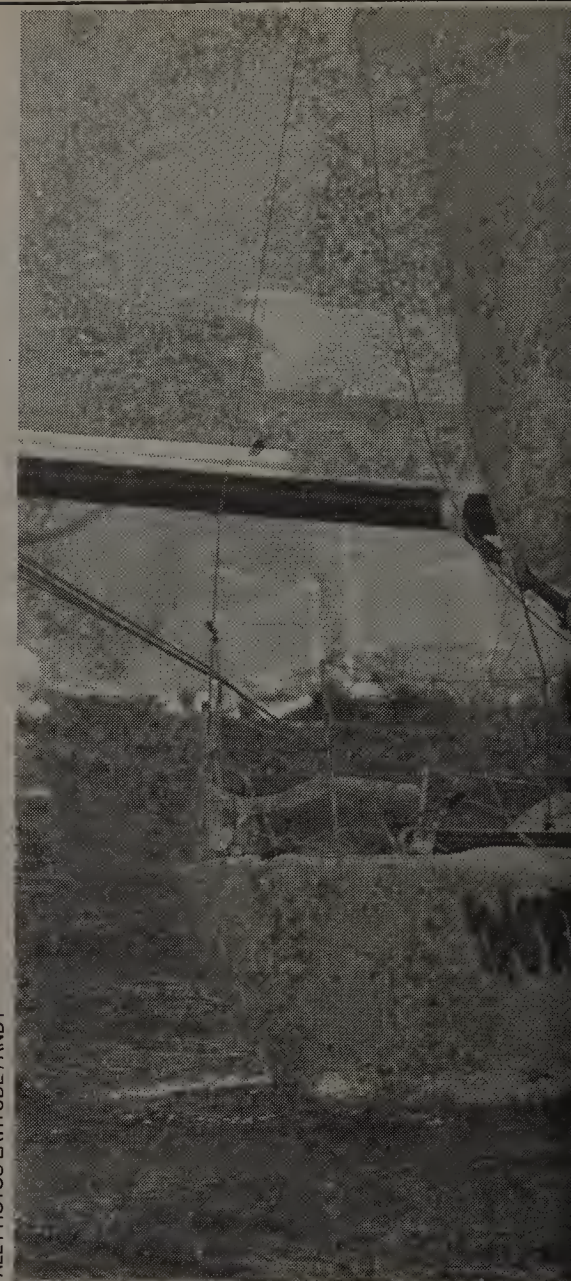
With a complement of Left Coasters lending a hand, the Andrews 70 'Grins' crosses John Holmberg's Inter-20 beach cat 'Claims Paid'.

niversary last month (April 5-8), the event drew an even 100 entries — up from fewer than 30 that first year.

With the promise of steady trade winds, sunny skies, and red-hot competition, we couldn't hold ourselves back from hopping on a plane and joining the fun. We arrived at the Regatta Village (at The Moorings base in Road Harbour) in time to witness the final entrants completing their paperwork and being introduced to the Royal BVI Yacht Club's newly-concocted 'maximum racing' — or 'race til you roast' — format. Under this new scheme, spinnaker-division boats could expect three to six races per day on a simple windward-leeward course out

in the protected waters of the Sir Francis Drake Channel. Wearing quizzical expressions, skippers passed on the news to their crews in a half-dozen different languages.

Nearby, within the central quad of the Village, a gyrating Calypso band filled the air with infectious, carnal rhythms, while



ALL PHOTOS LATITUDE / ANDY

race crews swarmed around the Mt. Gay Rum booth like bees on a hive, eager to sample a free first-night cocktail. Just as fine champagne befits a wedding, there's no more appropriate Caribbean sailing tradition than toasting your crew — and your competition — with a cool libation.

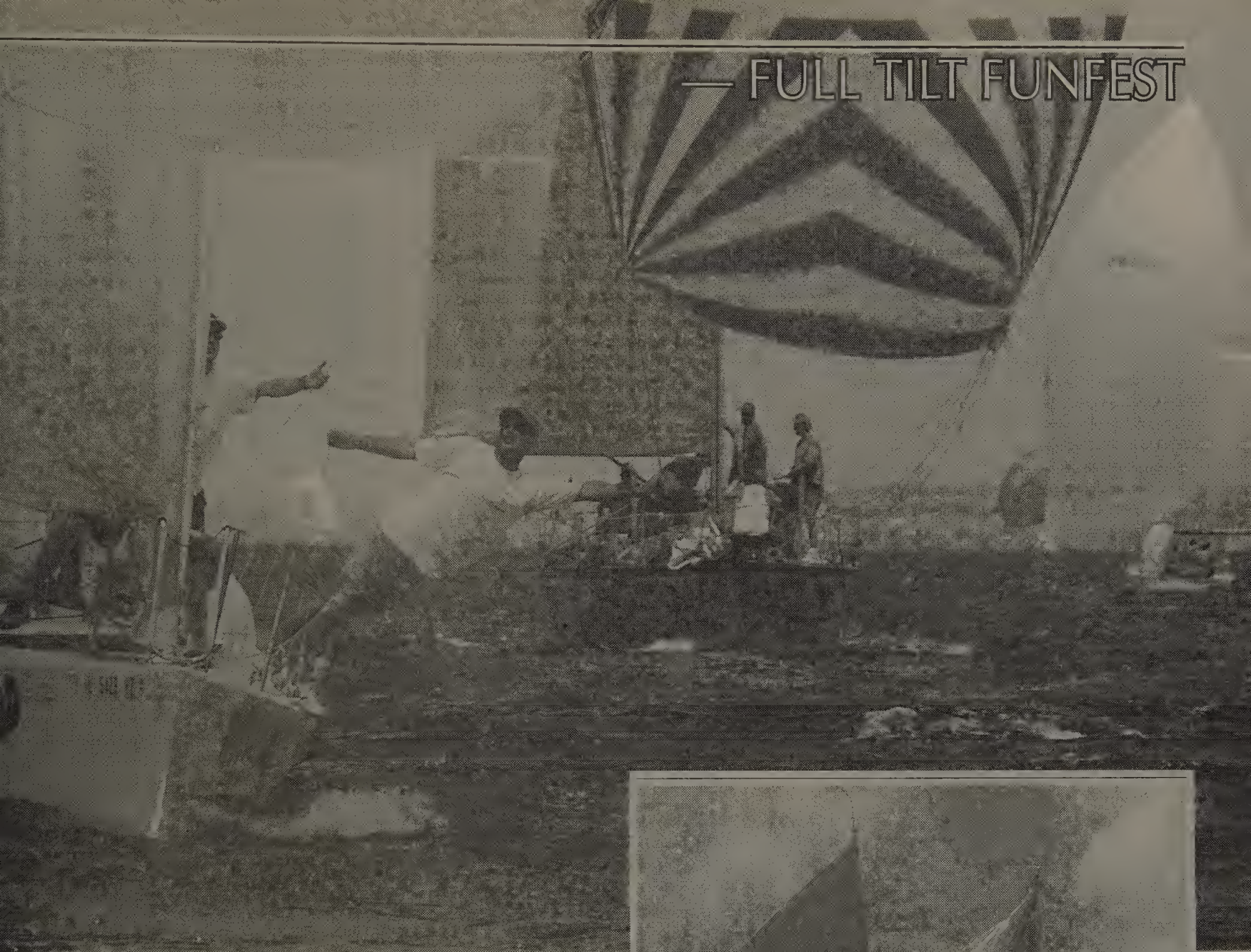
As the final scratch sheets were handed out, revelers learned exactly who their competition was and how their boat's handicap stacked up against its rivals. (The Eastern Caribbean abandoned PHRF a few years back, adopting instead the CSA measurement rule — a time-on-time system). A stable of six international thoroughbreds made up the Big Boat (over 60 foot) class, including the custom 84-ft *Sagamore*, fresh from a victory at St. Maarten's Heineken Regatta, as well as the Santa Cruz 70 *Equation*, and the Sydney 60 *Yes!* from England. The West Coast was well represented among the 'big's' by the



The promise of shirts-off sailing weather, hot competition and nightly parties has kept racers coming to the Spring Regatta for three decades.



— FULL TILT FUNFEST



Above: Heavy traffic in the Drake Channel. Classes merge as the S.F.-built 'Mirage' creeps up on the Mumm 30 'Twisted Lizard.' **Right:** The London-based Swan 56 'Noonmark VI' rides over the Farr 40 'Titan' of Puerto Rico.

Andrews 68 *Magnitude* from Long Beach, and Left Coasters also held crew positions aboard *Grins*, an Andrews 70. (Spring Regatta serves as part two of the recently-established Caribbean Big Boat Series,

entry rosters in those classes read like a *Who's Who* of Caribbean sailing.

One thing that has remained constant about the Spring Regatta throughout the years is the spirit of the event. All comers have always been welcome, be they billionaires, boat bums or West Indian dock workers. And while the Big Boats and one-design classes are actively courted, so are older racer/cruisers, ultralights, multihulls and even liveaboards. The idea is to show up and race with whatever you've got, even if

Within the central quad of the Village, a gyrating Calypso band filled the air with infectious, carnal rhythms.

preceded by the St. Maarten Heineken and followed by Antigua Sailing Week. It is also the second of three events in the decades-old Caribbean Ocean Racing Triangle.)

After years of racing in mixed-bag fleets, many of the Caribbean's hottest sailors have gravitated toward two one-design fleets: beach cats (both with and without spinnakers) and Melges 24s. The,



BVI SPRING REGATTA

your mainsail needs a tummy tuck and your tired old spinnaker is starting to resemble a patchwork quilt.

Appropriate to the territory's long-held status as the most popular yacht chartering destination in the world, Regatta officials have always bent over backwards to encourage charter boat entries. There are literally hundreds of late-model bareboats to choose from for non-spinnaker racing. And while none of them were specifically designed for competition, bareboat classes often have very close boat-for-boat rivalries. This year charterers flew in from as far away as South Africa, Germany, Holland, Canada and the

UK. Aboard the Sunsail Sun Odyssey 42 *Nature's Little Secrets*, British Olympic Gold Medalist Shirley Robertson (Europe class dinghies) brought a bit of star power to the fleet.

To add spice to the mix, many local charter company staffers also mount their own campaigns each year, pitting their local knowledge against the racing prowess of visiting foreigners. For spinnaker racing, Moorings J/120s and slick, Trinidad-built Henderson 30s can also be chartered locally.

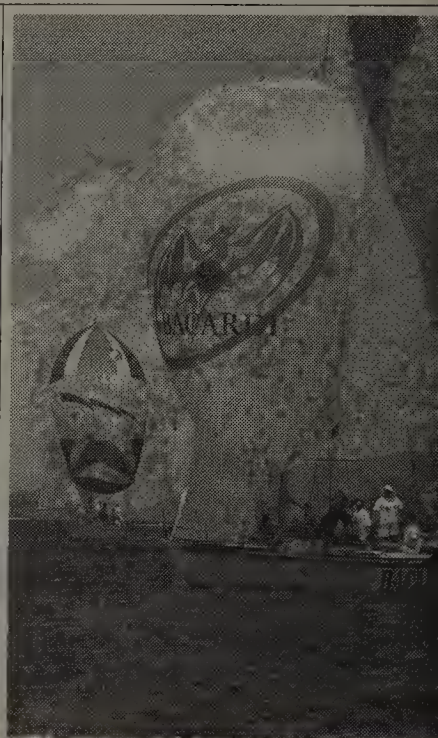
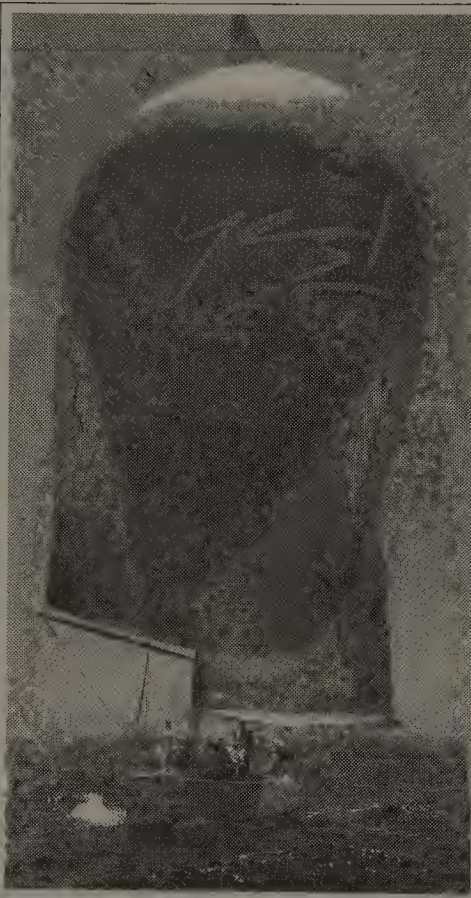
Race Day One dawned with brilliant blue skies and the tropical sun glistening on turquoise water — another sh__ty day in paradise, as they say.

Out on the race course the trade winds had a bit less uumph than usual — 8-15 — knots, but that didn't stop the Royal BVI YC's crackerjack race committee from flawlessly administering up to three races in each of eight racing classes, and a single long race for the five cruising (non-spin) classes on a completely separate course.

The trick to the novel multi-race con-



Clockwise from upper left: Bitter End staffers holding down the rail of 'Cosmic Warlord'; the winning Sydney 60 'Yes!' struts her stuff; classes intermingle with 'Blade Runner' leading the Tartan 10 'Cold Beer III'; the 'Orion' boys show their gut-wrenching hiking technique; 'Magnitude' claws ahead of the Atlanta-based 'Grins'; downwind skirmishing in the bareboat division; bronze-skinned St. John teenagers campaign their Este 24 'Runaway' in the tough Racing II class. (Latitude/Andy)



— FULL TILT FUNFEST

cept — dreamed up by Bob Phillips of the local Doyle sail loft — was that roughly 20 minutes after the last boat in any given class finished, that class could expect a new race to begin, regardless of what boats in other classes were doing. The finish line was set up away from the start area to avoid confusion. For faster classes, like the Big Boats, 'Melgi' and beach cats, this eliminated the usual drudgery of long between-race intervals, waiting for the slowpoke classes to finish.

It all worked out amazingly well, although the three-minute timing between

starts kept committee volunteers frantically raising and lowering flags with the intensity of a WWI signal corps under imminent attack.

All courses were windward-leeward, but of differing lengths (conveyed by number pennants) — as *Sagamore* painfully discovered. After earning bullets in the first two races of the day, she blew the third by assuming a downwind finish and failing to complete the final turn. With many more races to come, though, one major blunder didn't necessarily foretell disaster as it would have in years past.

As predicted, competition was hottest among the Melgi. After refining their crew work through years of J/24 racing, a young Puerto Rican Melges team led by Efrain Lugo — aboard *Orion* — was fast out of the gate and seemingly unbeatable in the light air, although celebrated St. Thomas helmsman Chris Rosenburg and company aboard *Seaborne Airlines* trailed by only 7 seconds in Race One and 2 seconds in Race Three.

Day Two brought more wind — around 18 knots — much to the delight of crews aboard the heavier displacement



BVI SPRING REGATTA

boats. With billowing, cotton-ball clouds framed against a deep blue sky, it was a classic Caribbean day — like sailing in a picture post card for those who'd flown thousands of miles to participate.

After roaring around in a photo boat and shooting a ridiculous number of photos on Day One, we'd had enough of watching *everyone else* have fun and were itching to get out and join in the action. So when the offer came to race aboard the Bitter End Yacht Club's Express 37 *Cosmic Warlord*, it didn't take us long to answer, "Yes-s-s-s-s!" Since *Cosmic* had been chartered to a stateside couple who wanted to drive and call tactics while the resort's staffers served as crew, she would be racing sans spinnaker. But with good-looking girls in bikinis, crazy young guys cracking jokes and plenty of beer in the cooler, a day of big fun was guaranteed.

Sailing in the cruising division gave us a chance to check out the remarkably tight starts and frequent close-quarters skirmishing of the two strictly-bareboat classes. In our own catchall Jib and Main class we got our first look at two just-launched Interclub 24s — which are J/24s refit with extended Melges-like cockpits that are meant to alleviate the torture of riding the rail. (Read more about them next month.)

With occasional squalls throughout the day, the highlight came during mid-afternoon when one particularly black cloud brought gusts up to 30 knots. We were on a screaming run at the time and loving it, but elsewhere things got a bit dicey.

Crewmen aboard a chartered Henderson 30 scramble just after a mark rounding.

Running under spinnaker and less than a hundred yards from her downwind fin-

Big Boat grinders were popping Advil like peanuts, but the magic of the new system was shining through.

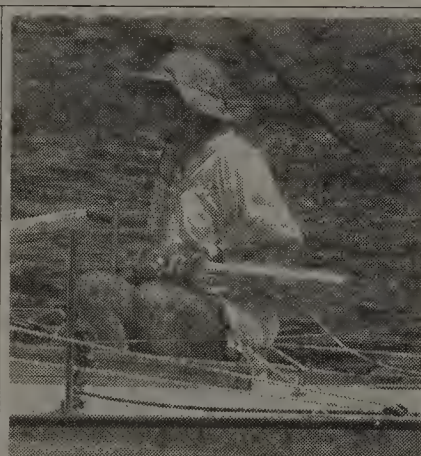
ish, the Mumm 30 *Twisted Lizard* from Chicago performed a spectacular 90° broach almost directly in front of both the committee boat and a daysail cat packed with spectators. In the chaos, she stayed pinned for nearly a minute before someone finally clawed his way up to blow the

were popping Advil like peanuts, but the magic of the new system was shining through. With so many races — so many starts, mark roundings, kite sets and douses — there were plenty of chances to retake lost ground or outsail your rating. In several classes the cumulative-point leaders changed from race to race — including the Big Boats where three of six boats had taken bullets, although *Magnitude* was not among them. Over in the highly contentious Racing II class, the Express 37 *Blade Runner* from Cabrillo Beach, CA, was saving face for the West Coast by establishing a strong lead. (She's campaigning throughout the Caribbean this year.)

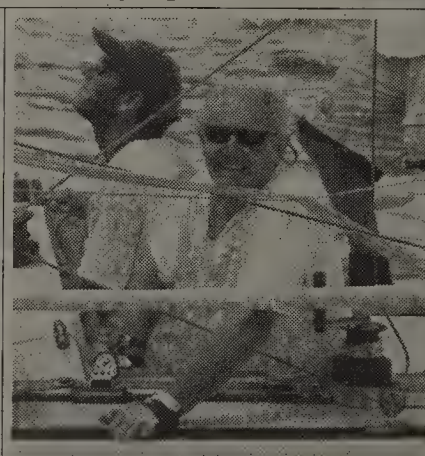
As with any big Caribbean



Antigua's Carlo Falcone aboard 'Caccia'.



BVI's Robin Tattersall aboard 'Diva'.



USVI's John Foster on 'Magnificent 7'.

halyard. If you're going to end up in the drink, though, the 78° BVI waters are as pleasant a place as any to do so. Speaking of which, the *Orion* boys got their comeuppance during Race Six when their extreme hiking technique finally broke a lifeline and all but the skipper were launched into the Channel. On the cruising course — unrelated to the squalls — the greatest potential for a sadistic 'Kodak

moment' came when two bareboats collided, literally a stone's throw from the finish. It was a classic illustration of why the two courses are kept separated.

By the end of Day Two some spinnaker classes had completed seven races. Big Boat grinders

regatta, though, there's more to this three-day funfest than just racing. Post-race parties in the Regatta Village function like a mini-carnival, with booths selling everything from sushi to spaghetti, live bands on stage, bikini fashion shows and an enormous bar staffed by Chamber of Commerce volunteers whose drinks are strong enough to be substituted for anesthetics.

Our recommended maneuver at such gatherings is to slosh down an icy rum and Coke, then make the rounds among the competitors, especially the unsung heroes of the Caribbean sailing scene. We ran into some of the event's founding fathers, like Doctor Robin Tattersall, who was sent out to the BVI from England in the '60s as the country's only surgeon. With few roads back then, he learned to sail in order to make house calls rather

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

— FULL TILT FUNFEST

than ride on his government-issued donkey. (He now races *Diva*, Bruce Schwab's former *Rumbleseat*.) John Foster was Britain's Europe dinghy Olympian Shirley Robertson battled in the bareboat fleet.



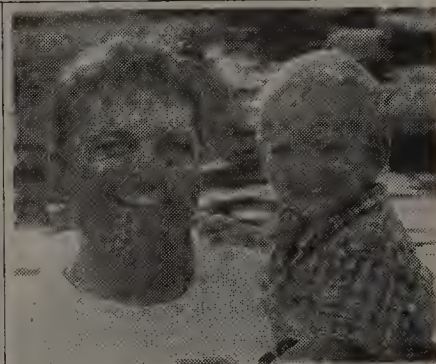
ANTHONY 'BONES' BLAKE

there too, a jovial Brit who went to the Olympics with the first-ever USVI bobsled team (precursor to Jamaica's *Cool Runnings* campaign). "The amazing thing, said Foster, is that we actually beat some guys." He's also sailed — seriously — in five Olympics.

Among the 'down island' contingent was Antigua Olympian Carl James, a talented young West Indian with a big smile and muscles to match, and the ever-gregarious Italian Carlo Falcone, who has been confounding his competition for 20 years by beating them with his plywood, hard-chined Vallicelli

44 *Caccia Alla Volpe*. We also caught up with former U.S. National Beach Cat Champion John Holmberg of St. Thomas, an affable bear of a guy, who is generally unbeatable among the 1-20 beach cats. (Yes, he's the younger brother of Peter, of America's Cup fame.)

While the band played on in the village, a sizeable contingent of sailors slipped away to Bomba's Shack on the north side of the island to dance barefoot in the sand, sip Bomba's notorious mushroom tea and howl at the moon. Surpris-



Antigua's Carl James; John Holmberg with his future champ.

ingly enough, most of them actually showed up in the morning for Race Three.

As if on cue, the trade winds piped up early and held throughout the final day. With a light chop, 18 knots of breeze and even more of those puffy, cotton-ball clouds, there was little cause for complaint, except from those with full-moon hangovers. Again the Race Committee gave the spinnaker fleet the workout they'd come for: four races for the Big Boats and Melgi, and



'Seaborne', left, and 'Orion' duke it out on a windward leg.

three for all others. There was little or no carnage, just splendid tropical racing. When it was all over, most visiting skippers seemed extremely pleased with the format and the paces they'd been put through. "It was great," said Adam Gosling, owner of the Big Boat class winner *Yes!* "At a race like Cowes

BVI SPRING REGATTA



ANTHONY BONES BLAKE

The founding fathers — they all raced at the first Regatta 30 years ago and most are still competing: (L to R) Peter Haycraft won his class this year; John Foster took a sixth in class aboard his J/27, but was overall winner in '97; Rudy Thompson took second to his son Chris in modified J/24s; Rowan Roy; Albie Stewart helped keep starts running like clockwork; Dick Avery raced with Rudy; and Robin Tattersall raced the radical 30-square-meter 'Diva' (ex-'Rumbleseat').

Week, you do seven races in seven days, and we did more than that here in a long weekend. . ." (Although they suffered with a tough rating and did not score in the money, the *Magnitude* crew reportedly had as much fun as anyone.)

However, *Blade Runner* did the Left Coast proud with her win in Racing II, which was packed with well-sailed Caribbean boats. "I thought it was an excellent regatta," said owner Mick Schlens. "And I really liked the format — you had more chances to recover if you had a bad race."

Among the militant Melgi, Puerto Rico's Orion team squeaked past their Virgin Islands competition and, predictably, John Holmberg cleaned up among the beach cats. The closest contest by far was in Racing I, where the British Swan 56 Noonmark VI had exactly the same number of firsts, seconds, thirds, fourths and fifths after 11 races as the Antiguan warhorse *Caccia Alla Volpe*. Noonmark's bullet in the final broke the tie.

But perhaps the sweetest win was in Racer/Cruiser II, where 70-ish Peter Haycraft upheld the legacy of the event's

founding fathers by taking top honors aboard his *Sirena* 38 *Pipe Dream*.

We're a little embarrassed to admit that we slipped away before the prize-giving was over. But, hey, we got an offer to sail up to Virgin Gorda under the full moon, and couldn't resist. As we lay in the cockpit, though, with the gentle trade winds soothing us like an old friend, it occurred to us that this time-honored regatta really is many things to many people: an idyllic venue for serious round-the-buoy racing, a place to forget your troubles while testing your stamina for Reggae dancing, and an opportunity to forge new friendships and rekindle old ones. No wonder so many sailors keep coming back year after year.

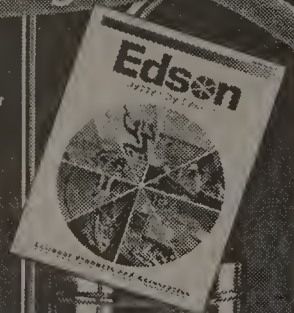
— *latitude/aet*

(For complete results, check out: www.bvispringregatta.org/results.htm.)

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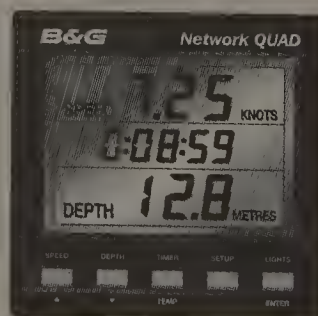


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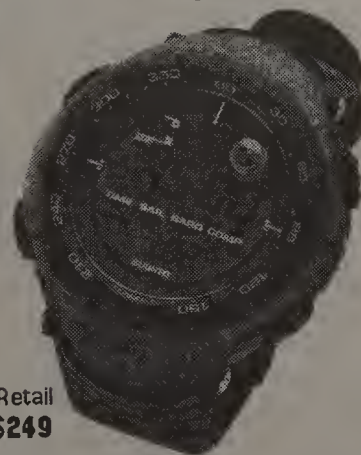
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BAJA BASH 2000

One of the most appealing aspects of cruising is getting to know people from other cultures. For Peter Lange and the crew of his Lagoon 37 catamaran Adia, that began here at home back in 1999. Through our Mexico Crew List, Peter found an Italian woman who crewed for him in the '99 Baja Ha-Ha. Lange kept contact, and when it came time to bring the boat home last May, the woman couldn't go — "but she knew this Italian newspaper writer who would love to go," says Lange. That writer was Paolo Russo, whose glittering personality and odd culinary talents ("one night he made spaghetti with tuna," notes Lange — "and it was wonderful!") turned an otherwise ordinary Baja Bash into something special for everyone involved — especially him. This is his account of the trip.

After all the troubles I had getting from Europe to La Paz, it was a relief to finally meet Peter, the skipper I would help on the bash up the Pacific Coast of Baja. He was in a dockside cafe talking with C.K., a skipper from Napa Valley who was working in Baja sailing, diving, making friends and enjoying wines — basically, all the many things that make our lives worth living. Oh, how I longed for such a simple life, far from the insanity of big cities where vanity and money are worshipped above all. Peter welcomed me with a delicious, extra cool Pacifico cerveza, and soon all my concerns began to fade away. I liked being in the sailing environment, where people are passionate about living on the water and where you can smell the sea and the air is clean.

When we got down to Adia, Peter's comfortable Lagoon 37 catamaran, I met the rest of the crew: Ken, Pete's dad; Mark, his younger brother; and Cliff, a friend. My immediate impression was that they were a fine bunch. We were supposed to leave that day for Cabo and the beginning of the notorious 750-mile Baja Bash

many trips around town to mechanics, electrical shops, and various offices — in a 'Mexican Porsche', which is a funny kind of VW bug convertible. Even though my bags were still missing, I was in a good mood and looking forward to the trip. Paradoxically, the rest of the crew seemed a little apprehensive.

May 15, La Paz —

At last we — I should say the rest of the crew — left the dock and headed south for Cabo. I had to stay in La Paz another day to wait for my bags. After a beautiful afternoon at Balandra Beach, I went to the airport one final time and was finally able to claim my bags. After a short sleep at the Yeneka Hotel — a unique place that I stayed at six years before — I

'Adia' back home in California.

We had
no duty other
than to be
safe and
respect wildlife.

me in Cabo: the Alamo office was closed. By then I was tempered for that kind of crap. So despite the 'help' of the local Tourist (mis)Information office, I had a little bit of luck and eventually found a way to have the car taken back to La Paz.

Thus I was able to meet the crew on schedule at the fuel dock at 2 p.m. We did a little more cleaning, chatted with another skipper from Seattle, bought more beers and ice from the supermercado, almost flipped the dinghy

at Playa de Los Enamorados (Lover's Beach), cleared out of the country and — after a massage and sauna — were finally ready to go. We had a long trip — more than 750 miles — before us, and would be battling the prevailing wind and seas. We

figured it would take at least 10 days and maybe more. We were all very excited to be leaving boozy and crowded Cabo, with all its conveniences, and with all those people searching for that last bargain drink and easy sex.

I had several concerns as we took off: I hadn't been on a boat in a long time, and I'd never sailed on a catamaran. Nonetheless, we left just after midnight, when the wind and seas are usually the calmest. Unfortunately, it was blowing hard and the seas were big. We had no choice but to motor for the next 30 hours. It was very bumpy, so before long everyone — myself included — vomited from seasickness. I'd never felt so bad on a boat — but the Pacific Ocean wasn't as tranquil as my Mediterranean Sea.

My mal de mer sapped all my energy, and time and space became so confused that I can't remember the sequence of events. I only have flash recollections of things like me sleeping in the cockpit thinking about my lost luggage; Mark — oh my, what guts he has! — eating; and Ken and Cliff feeling so badly they were coming out of their souls. God knows that all the waves were big, but it was kind of funny when a particularly large one launched me right off the helm seat! This was my hardest moment at sea.

For two days we hung on for dear life. None of us were really scared, we were just very uncomfortable.

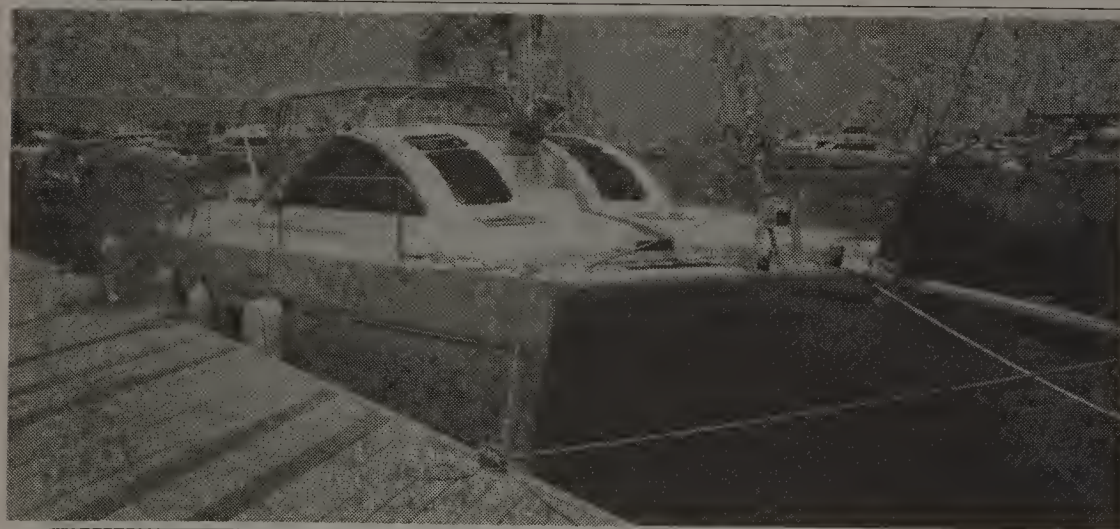
up to San Diego, but there were still a few things needed to be done to the boat. Plus, my baggage was still somewhere between L.A. and La Paz.

We spent two more days in La Paz trying to find the extra gear we needed, stowing things in the right places, eating fish and drinking margaritas. We also made

left for Cabo in a rental car.

May 16, Cabo San Lucas —

I drove my Alamo rental car in my best Italian style — like a rocket — through the mountains and deserts to Cabo San Lucas to meet the boat as quickly as I could. Another surreal situation awaited



— TRAVELS WITH PAOLO



May 17, At Sea —

About noon the wind started to back off and the sea began to settle down. Before long, fortune was again smiling on the tired but brave sailors aboard *Adia*. We quickly started to feel better. Having

Paolo and Mark Lange enjoy a beer at Turtle Bay before heading north on the final leg of the bash to San Diego.

travelled nearly 200 miles, we approached the safety of Mag Bay late in the afternoon. With our seasickness now just an

adventurous memory to tell our friends, we had the time and eyes to appreciate the magnificent coast of big rocks, long sand beaches and desert landscapes. This essence of Baja was awesome, as there was no sign of humans, trees or even grass. The mood of the crew improved greatly, and we all began to enjoy our situation.

As we closed on the entrance to Mag Bay, the sun was shining and the air was warm. I wondered if I'd be able to see a whale, when the first dolphins began to play around the boat. There would be many more. As we entered the bay, the revived crew enjoyed beers, music and a sense of relief. There is a steep cliff with a small lighthouse at the entrance, and between that point and the other side of the bay the wildlife was at its best. Pelicans, cormorants and seagulls all dove into the water to catch some of the thousands of red shrimp floating in the plankton-filled water. Jumping dolphins and barking seals joined in on the banquet. What a party they were having! Oh my, I thought to myself, we're really in a different element now, where it's the sun, sea and wind that rule our lives. There was no bullshit out there. And we had nothing to worry about, except being balanced and respecting nature. All of us enjoyed this: Mark, the ever active Ken, the reflective Cliff, reliable and smiling skipper Pete, and me, the Italian Peter Pan. Nothing needed to be added, for this was happiness.

We dropped the hook at the excellent anchorage on the north side of the entrance at 4 p.m. A short time later we enjoyed a fine sunset surrounded only by silence, rocks and the deep ocean. Cliff then replaced the broken autopilot with a spare one and commenced to repair the broken one. After admiring his skill, I cooked a simple but authentic Italian pasta with tuna and tomato for a group that I already knew were my friends. After dinner, the moon rose behind us. What a show, as it was made red by the last rays of the sun! All of us were astonished by the beauty.

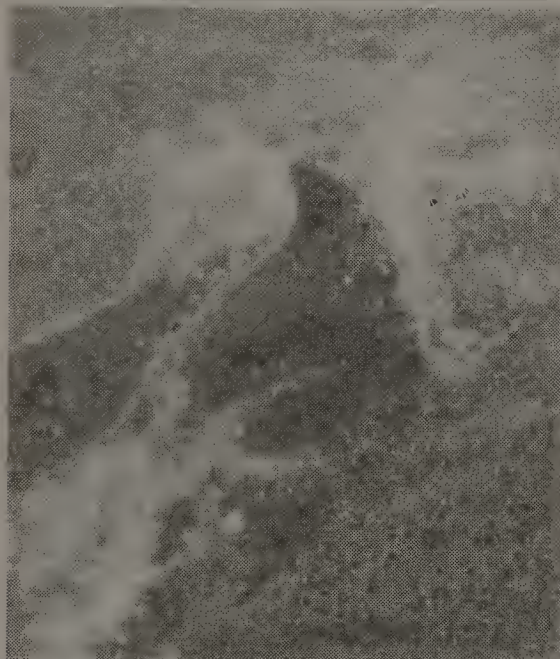
We all would have loved to stay in the anchorage, but we had a long trip ahead of us. So after just seven hours on the hook, we weighed anchor and headed north again. Fortunately, the sea was calm and inviting. I had the 0300 to 0500 watch. I was tired, but in a pleasant way.

May 20, At Sea —

For the next three days of wonderful navigation, we followed a schedule set by the watches. We had no duty other than to be safe and respect wildlife. Life aboard

BAJA BASH 2000

was so serene that it seemed as though we'd all known each other for a lifetime. It was the best crew that I could have! Daylight flattened the severe Baja landscape, but the sunrises and sunsets caressed and softened it. From time to time, mesas appeared behind the rocky coast on which the waves of the immense Pacific violently broke. It was wonderful to be able to lose oneself in this powerful beauty. I don't wish to sound like a snob,



One of scores of dolphins that accompanied 'Adia' on the trip north — "We saw much more sealife on the way up the coast than we did coming down," says Peter Lange.

but this kind of pleasure is not for everyone. You must desire it and seek it. Such absolute desolation can't be sold to you as part of some tour operator's package; you must find it yourself.

As we travelled north, we took special joy in seeing the seals and dolphins play around the catamaran. Each time one appeared, the entire crew would be alerted, and all would come to share the unusual pleasure. I got drunk in the purity of the experience.

I still wanted to see whales, or even just one whale, very badly. Shortly after dark Mother Nature — the only God that I'm able to worship — decided that my moment had come. While standing on the port hull near the stern, I saw beyond any reasonable doubt, a huge, gentle, softly swimming whale. I didn't believe my eyes, but it was true! Realizing what was going on, I called the others, who came at once. The whale, a female I believe, moved her tons in such a delicate way across our bow that she appeared to have the grace of a butterfly! We carefully followed the whale, hoping to see her tail slapping on

the surface. Oh my, I was so excited and deeply moved! It was our lucky day, as we saw three more big whales and one smaller one, plus a huge bunch of dolphins.

A few hours before sunset, the wind had built to 25 knots, so we decided to turn off the motors. Besides, we were running low on fuel. I'd been wanting to sail so badly, and now I got a chance to steer for a couple of hours. We were close

hailed, and *Adia* was moving at up to 8.5 knots. It was an exciting and intense pleasure for me, and I must confess that there are few times in my life when I have been as happy. As it got darker, the light became colder and softer, and the ocean boiled with wind from the north. I danced and surfed *Adia* from wave to wave, gust to gust, on the silver and dark blue ocean. It was magical!

Meanwhile, the crew was in the salon wondering what to do on account of the headwinds and lack of diesel. We didn't have enough fuel to motor to Turtle Bay, so they decided we needed to drop the sails and motor to Bahia de Asuncion — where somebody hopefully would have some diesel. We entered the small bay at 10 p.m. to find two other boats already on the hook. Cliff delighted us with a tasty chicken recipe that we decided to name 'Adia chicken' in honor of the boat. The atmosphere onboard was soft and homey. Everyone did their duty according to their ability, so there was the best possible mood on the boat.

May 21, Asuncion Bay —

The morning brought a new adventure for our heroes, as we had to find enough diesel to make it to Turtle Bay. By 7:30 a.m., Peter and I had launched the dinghy and gone over to visit one of the other boats. She turned out to be a tiny boat from San Francisco, one that has no electricity and just a small outboard for power. The owner was aboard with his young Mexican wife and their one-year-old child. We then headed for shore, looking for a good place to land. Fortunately, we made it through the surf without a problem. But one of us had to climb a 30-ft cliff to reach the road to town. I went, since my Spanish works a bit better than Peter's.

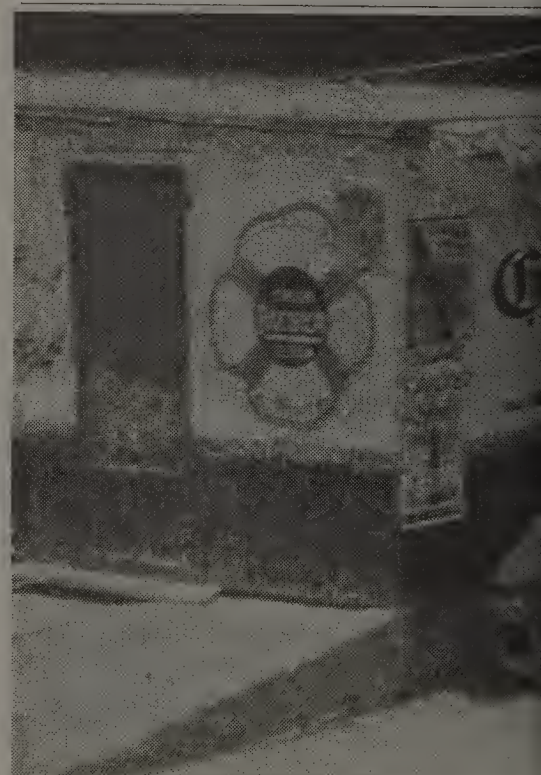
There was an old man and his son at the top of the bluff. They'd been watching us with binoculars all along, wondering who was coming to their village so early on a Sunday morning. I greeted them and inquired about diesel. I was taken to a group of young men who gave us directions.

The old man and the boy then hopped in their battered pick-up truck and drove me down the dusty road to Asuncion

Village. Only the dogs were awake. First, we woke up the local diesel dealer, who sleepily came to the door of his poor house. He told us he'd sold his last tank the day before and couldn't help us. He suggested that we go see another fellow. On the way, our savior began to ask me many questions: where we came from, how many of us there were, where we were heading, how fast *Adia* is. It was so tenderly evident that he was seeking contact with a world so far from his. It was a pleasure for me to try to answer his questions.

After another useless stop at another house, we moved on to the house of the *jefe* of the fishermen's co-op. Only he could get us out of our situation. He was also very sleepy, and hadn't finished his

*I don't wish to
sound like a snob,
but this kind of
pleasure is not
for everyone.*



PHOTOS COURTESY PETER LANGE

breakfast yet, but he helped us by writing something on a short card and taking our money. Our last stop was at the fishermen's co-op, where I got the diesel.

Back at the top of the cliff, I realized that getting the diesel to the boat would be every bit as dangerous as the old man suggested it might be. But Peter was there and I was proud to announce that the mission had been accomplished. After thanking the old man and boy — whose names I'll never know — we carefully lowered the tanks down the cliff. Despite the dangers, we made it back to the boat with the fuel. We were as happy as teenagers who had successfully arranged the first intimacy with a girl they'd courted for so long. At 10 a.m., we took off again, this time for the 46-mile distant, much-talked-about Turtle Bay. We were looking forward to more fuel, showers and a shave, and a good meal.

May 22, Turtle Bay —

We arrived at Turtle Bay — slightly more than halfway to San Diego — at 10 p.m., and found two boats already on the hook. Although it was late on a Sunday night, it was not too late for us to attempt a landing in search of food and showers we so intensely desired. Quite predictably, the popular Vera Cruz Hotel and Restaurant was closed, as was every other bar,

The 'Adia' crew enjoys a 'refueling' stop on the way up the coast. In addition to Paolo, the crew included Peter Lange's father and brother.

cervezeria and restaurant in Turtle Bay. The only thing open was so small and poorly illuminated that it also seemed closed. But two kind ladies, no longer so young, ran the micro restaurant, which had three tables, a low ceiling, and a home kitchen. Our meal was acceptable and incredibly inexpensive. After that, there was no place to go but bed. The village at Turtle Bay seemed abandoned, except for the dogs that populate every corner of Mexico.

We had many jobs the next day: dump the garbage, get diesel, shower and shave, and feed ourselves. I say never undervalue the Mexican philosophy of lifestyle, and most particularly the Mexican philosophy of time. While it took only a few minutes to dispose of the garbage, getting fuel was a much more complicated affair. Gordo Jr., the diesel boss, came to *Adia* in his *panga* and asked how much diesel we needed. When told 200 litres, he went back to his fuel dock and then returned to fill our main tank. Gordo puts on a show that he must have rehearsed many times to make American yachties laugh — and hopefully, from his point of view, earn a tip. Everyone around participates in the operation or at least watches it. Gordo talked and talked and talked in his funny medley of Spanish and English, making a bunch of funny faces and silly noises. He reminded Peter about the last time *Adia* had stopped in Turtle Bay. Of course there was a reason Gordo remem-



The author hard at work on this article in the main cabin of 'Adia.'

bered, as Peter had had four women aboard — a kind of treasure for such a macho Mexican man.

But the funniest moment was still to come. With the fueling over, Gordo — already drunk after several morning beers — asked for a cigarette. We gave him one. While smoking, he said something to Ken. We'll never know why, but Ken interpreted it to be a request for the soiled diesel rag — which he tossed to Gordo. "*Papa loco!*" Gordo shouted while going into a pantomime. "What are you doing, trying to catch me on fire!?" We all laughed, but Gordo's objective was clear, he wanted a new sweatshirt. Thanks to Peter's kindness, he got one.

But the adventure wasn't over. After another cigarette, Gordo went back to the fuel station on the dock to fill the small tanks we carry on deck. Despite promising to be back in 15 minutes, he didn't return for nearly an hour and a half! After finally getting all the diesel, we returned to town. There was a bit more life during the daytime, and the village looked to be more prosperous than Asuncion. We made our way to the Vera Cruz Hotel, where we enjoyed a good breakfast and — according to the metaphysical slowness — even had showers. We did our shopping, and enjoyed some small talk with a young man at the counter. He was deeply interested in our trip and the distant world we came from. After a last few beers and some photos, we went back to the boat and loaded the dinghy aboard.



BAJA BASH 2000

May 23, At Sea —

As we left Turtle Bay, the weather was in our favor. The sea was calm and there wasn't much current. The sky was no longer clear, however, but rather cloudy most of the time. The sunrises and sunsets were thus obscured and therefore less dramatic than before. As we continued north, the temperature dropped. We motorsailed in a calm most of the time. The water offered the highlight of this last leg, as I've never seen anything quite like it. There was so much plankton in the water that it was bioluminescent, and the bright green color spread with contact! What a beautiful natural show was left behind *Adia's* hulls. We could also see it through the escape hatches. I even saw these silent water fireworks in the toilet bowl while pumping the head! Can you imagine such a poetic presence in such a vulgar place?

For two more days we had whales, dolphins, seals, pelicans, strong landscapes, scary rocks, unending horizons, wildlife

wonders, nice talks, pastas, and margaritas. Life onboard consisted of putting up the sails, dropping them, making repairs, and looking around so as not to miss another natural wonder. All the distant mountains along the shore were essential colors: brown, red and dirty white. And still there was not even one tree. It was one desert turning into another. It was a no man's land that plunged into the largest ocean in the world. And beneath the surface, many mysteries were hidden from our eyes. But from time to time, parts of it came up to give us majestic joy, be they whales at Todos Santos, the countless dolphins by Punta San Miguel, or the screaming sea lions near Ensenada. But the one I most intensely recall was the lonely seal I saw in the early morning of our last day during my 5 to 7 watch. I may be crazy or excessively romantic, but I'm sure she was there solely to bid me a goodbye at the end of my trip. It's without shame that I confess that I cried while watching her.

The final day of our cruise was quick and some distance from the coast. The gray daylight was a prologue to the end, to re-entering the so-called normal dimension. As we passed Rosarita Beach, we saw the first signs of modern civilization we'd left 10 days before: high buildings along the coast, a huge tanker at anchor, military ships, smoking chimneys — all that stuff we'd been glad to be away from. I felt sad and worried about my return — but even stronger for the lucky opportunity for such a marvelous adventure. My short diary died into the night lights of San Diego.

May 24, San Diego —

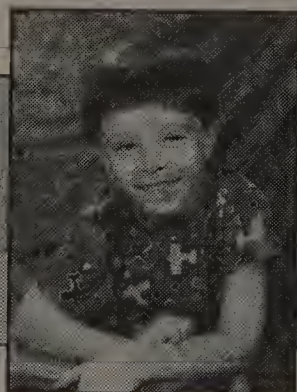
Beauty, friendship and respect is what our trip north had been all about. I give special thanks to my all crew, and particularly Peter, a realistic dreamer who made his dreams come true. Life can be generous, and once more, it had been to me.

— paolo russo

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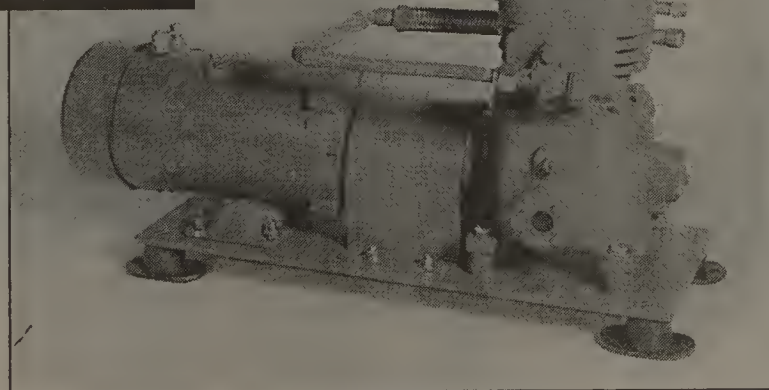
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MAX EBB

I should have known better than to try to find an empty space in the yacht club parking lot. When cars are using the side-ties along the road to the marina, the lot is guaranteed to be loaded down to its marks. But what was the occasion? Even our big regatta weekends don't attract this kind of crowd, and it was much too early in the day for a wedding reception. Not only was the parking lot packed, but the various driveways were blocked and impassable. I backed out, and ended up parking at a nearby restaurant. I hadn't seen the place this crowded since the last fireworks display.

All became clear a few minutes later when I returned to the scene on foot. Flea market! The nautical variety, that is. And even though it was still early in the morning by my standards, from the looks of the place it had already been going on for hours.

I was not pleased. My garage had been accumulating useless but expensive surplus boat gear for years, and by failing to read the yacht club newsletter I had once again missed my chance to sell some of it off.

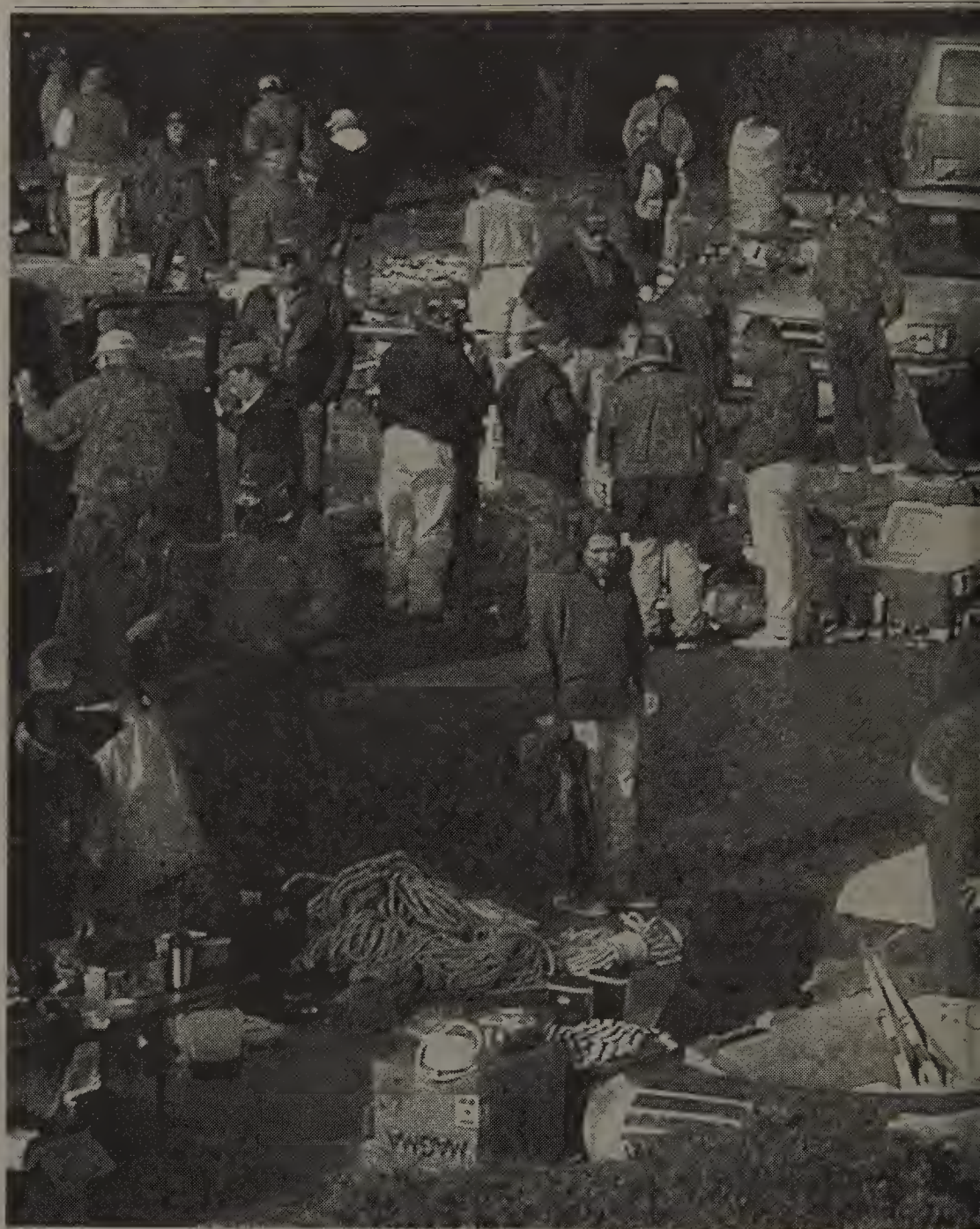
"Now I'll never get rid of that old RDF," I moaned to myself as I walked past a table covered with a collection of snatch blocks, noticing that two of them were identical to the ones bought at the chandlery last week for "only" \$175 each.

The next booth was piled high with sailbags, reminding me of the several generations of "delivery" sails I have in storage. Then I stopped to peer into a big clear plastic jar of old shackles: I have a jar just like that in my dock box.

In fact, practically every piece of gear that was for sale — from the old water tank to the extra overboard pole — reminded me of something exactly like it now in my possession that I could have brought here to unload. Or even worse, items on display were identical to something I had recently bought, but for sale here at a fraction of the price. The only exceptions were an assortment of traditional wooden ships' wheels and a singing fish.

"You could save a ton of weight aloft if you replaced your stone-age halyard. . ."

This was no fun at all. Until a set of wind and speed instruments caught my eye. They were old units, but the system happened to be the same model and same vintage as the ones on my boat. I stopped and picked up the masthead unit, spin-



ning the anemometer cups to check the condition of the bearing.

"Gotta have a set of spares!" said a familiar voice. "They, like, don't make these anymore."

"If the price is right," I answered, look-

answered. "This is, like, a perfect way for a starving college student to spend a Saturday morning. What's your I and J, Max?"

"Don't remember exactly," I answered as I picked up a long coil of thin black rope, no doubt made of some kind of exotic super low-stretch material.

"You could save a ton of weight aloft if you replaced your stone-age wire and dacron main halyard with a modern aramid," suggested Lee.

"I don't know," I remarked as I examined the worn fibers near the shackle end, and the abrasion around the splice where the large-diameter tail was attached. "This one looks like it suffered some chafe from the sheave box."

"Okay, it's been around the block a few times," she grinned. "But for you, a special low price."

ing up to see Lee Helm standing behind the assortment of used electronics, running rigging and deck hardware. "But what are you doing on that side of the table, Lee? You don't even have a boat!"

"Thirty-five per cent of the take," she



"Very funny. Anything else interesting for sale here this morning?"

"Don't really know," she answered. "I've been right here for the last two hours hawking tired running rigging and old spinnakers. I mean, like, I haven't even had a chance to sample the pancakes. Mind the store for me a for a few minutes, okay?"

Before I could object she was off to find breakfast, leaving me in charge of the table.

A few people came by to spin the sheaves, but my first real customer was one of the younger race crew types who was becoming a regular around the yacht club. He had done a few races on my boat, but was moving up through the ranks to faster and more competitive rides.

Once you get hooked — as a seller or buyer — flea markets can be addictive. Drop us a line to tell us about your best flea market 'score.'

"A Barient 18," he said as he hefted an old winch from the table, clicking the pawls to see if everything turned. Mind if I take a peek inside?"

"Uh, sure," I said. "But what are planning to attach that to?"

"You don't know yet, do you? I bought a boat!"

I congratulated the new owner, and learned that the boat was a popular 25-footer from the early '60s.

"It was practically free!" he boasted as he pried off the retainer ring on the winch with his pocket screwdriver. "Needs a little fixing up..."

"There's no such thing as a free boat," I reminded him. "I'd figure at least four to five thousand a year just to keep it in the

water and ready to sail. Have you considered that we might be at the point where the actual market value of boats like that has gone below zero?"

"Berthing's going to be about \$1,700 per year," he confessed, "and with insurance and property tax, and some other incidentals, I'm budgeting two K."

"And you're doing the flea market circuit to get fitted out?"

"Gosh, no," he said. "Stuff is much too expensive at these things. But we live in the middle of an incredibly wasteful consumer culture, and even sailors seem to be part of it. Hey, I already got some free sails, and half a set of used-but-better-than-what's-on-there standing rigging. All from friends I've been sailing with, and some dumpster diving."

By now he was well into the innards of the Barient 18. "I'm afraid you're going to

MAX EBB

have to buy that winch, though," I said, explaining that it wasn't mine to donate to the cause.

"I was afraid of that. Let's see..." He put the parts down on the table and produced the master catalog of nautical gear. "They haven't made those for a long time, but I can find something comparable. People usually sell used stuff that works like new for about half the street retail price, if you get them in a good mood. I'll negotiate downward from there."

"Remember that the old Barient model number is the working load in hundreds of pounds," I advised. "More modern practice is to number the winch for the power ratio in low gear with a 10-inch handle."

That caused him to put down the catalog and pull a small tape measure out of his pocket, with which he checked the winch drum diameter. Then he was back into the catalog.

"Do you need to check out the other winch too? I asked.

"Nope, I only need one," he said as he flipped the pages. "On my budget, I can't be fussy about both sides matching. Let's see, the equivalent would be... yikes!



Like Alice's Restaurant, you can get anything you want at a nautical flea market — 'ceptin Alice.

These things are pricey...."

"I'll see what I have in my garage," I reassured him. "Might even be able to scrounge up a matched set. But it'll cost

you some crew work this summer."

"Deal," he said. "Got any old handles in that garage too?"

"We might be at the point where the market value of 'free' boats has gone below zero."

I laughed. We both knew why used winch handles don't show up very often at flea markets.

While the new yacht owner was pawing over the rest of the merchandise, customer number two hove up and made fast. This was an older man, well dressed, wearing one of those Greek fisherman's hats.

"Ahoy there," I greeted him.

"Ahoy," he answered. "Can I have a look at that windvane?"

I had no idea there was a windvane

behind my chair, and even less idea why it was in with all this cast-off racing gear.

"Sure, go right ahead," I motioned him around to my side of the table, where the big self-steering gear was leaning against the base of a parking lot light pole.

"How much do you want for the vane gear?" he asked as he inspected the gears and linkages.

I was about to claim total ignorance, when I spotted a card that had apparently fallen off the merchandise and landed under the table near my

chair. The card read "\$1,800 or best offer."

"Those things are over three thousand new," noted customer number one, having done some quick research in his catalog. "But that includes a custom-fitted

mounting structure. What kind of boat do you have?"

It was a big cruiser, but it had a con-

ventional transom that looked like it might be a good fit for the gear in question.

"I'm ready to offer two thousand, if you throw in all the spare parts," he said. "But first I think I better measure those mounts very carefully. Do you have a tape handy?"

The new boat-owner handed him the little tape measure, and the cruiser set to work copying the critical dimensions. That's when Lee finally returned with a plate of pancakes.

"I think we have a live one," I whispered to Lee. "He's already offering two hundred over asking."

"Kewel," she said. "Tuition!"

"I'll be back in a few minutes," promised the cruiser. "My boat's right in this marina, and I've got to measure my transom again to make sure this is going to fit. Mind if I borrow the tape?"

"No prob," said the other customer.

Lee had barely put two bites of breakfast into her mouth when a woman walked quickly up to the table, looking like she had lost something.

"Was my husband here a minute ago?" she asked.

Lee and I, and the new boat owner, all looked at each other and shrugged. But then the woman described the man who was just left the booth.

"I think he just went to measure his boat for this steering gear," we informed her.

"Oh good," she exclaimed. "He's been talking about windvane steering in his sleep. It would be great to finally have this taken care of."

"You must be getting ready to go cruising," I said, stating the obvious. "Will this be your first time out?"

"Not really for me," she said. "I sailed to French Polynesia once, before I even met my husband. But that was in another life," she sighed. "Anyway, it's the first offshore trip for my husband, and for our boat, and for me it's really been so long that this might as well be my first time,

too."

"You might want to have a look at the ORC rules for safety equipment," suggested Lee. "And like, I just happen to have a copy here for sale. Only a year out of date, just one dollar."

"It's actually a very good set of guidelines," I added. "All the TransPac racers have to comply, and over the years they've found that you really do need to do just about everything this book recommends to be safely outfitted. It represents the end product of some very hard-won experience."

"I'll suggest it to him. Oh, okay, I'll buy the copy. But he's so adamantly against racing — he says it's the breeding ground of poor seamanship — I don't think he'll pay much attention to it."

"Well gee," said the first customer. "How does he know if he really knows how to sail if he doesn't race?"

"Yeah, how?" asked Lee. "Where's the feedback?"

"Right," I said. "Racing the only objective measure of sailing skill."

"He's so non-competitive," said the woman, shaking her head. "I don't think he really cares that much about the last fraction of a knot. But he does claim to be able to trim the sails well and get a lot of speed out of the boat. Why, when the wind's up we can go seven-and-a-half knots to windward, and that's according to a brand new speedometer."

"Seven and a half 'units' on a close reach is probably more like it," Lee whispered.

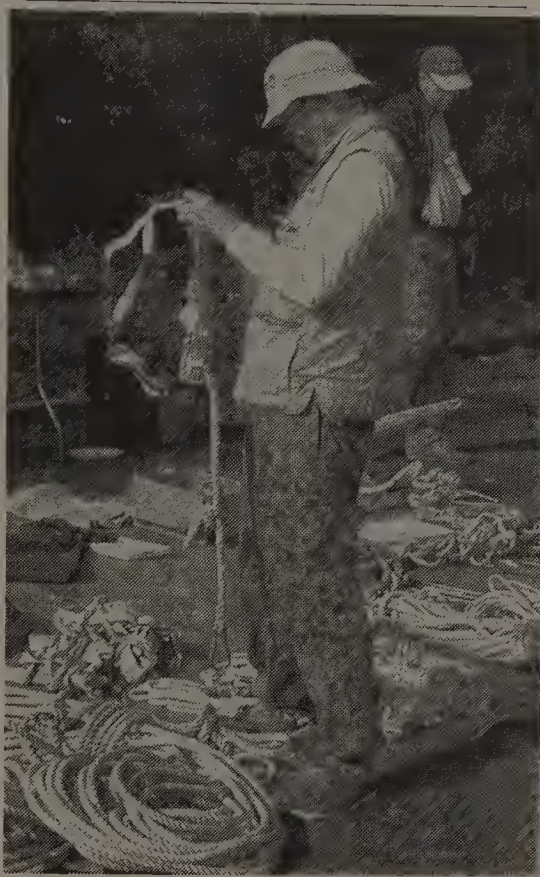
"Sailing ability is measured in one or two per cent increments," explained the new boat-owner as he put the winch back together. "The difference between an expert and a novice isn't something you'll ever see on the knotmeter. You see it by gradually gaining on another similar boat in a race, when you know the other boat is trying hard."

"I understand," she admitted. "I used to race a little too, in college. But my husband just doesn't have that competitive streak in him. He sees sailing as having a whole different gestalt. He's a cruiser."

"Well, you won't find better preparation for cruising than racing," said the race crew.

"Anyway, isn't the hardest part of cruising the anchoring?" she responded. "And engine maintenance?"

"Don't forget walking long distances carrying heavy objects along dirt roads in



There are bargains to be had at every turn at a nautical flea market. You just have to know what you're looking for — and looking at.

hot, third-world towns," added customer number one.

"But like, when you race, you get to sail the boat in and out of all kinds of situations that a cruiser would spend their whole life trying to avoid," said Lee. "Every start is a series of near-collisions with other boats. Then you go hard on the wind with way too much sail. And if you have to reef, the time to shake it out is when you first think about it."

"Did I hear that one backwards?" she asked.

"And then you cut corners around islands and headlands with outlying rocks and reefs, you set spinnakers in way too much wind, and you don't slow down in fog. Best of all, if the wind dies you don't turn on the motor.

So like, racing really appeals to the sailing purist. You get from A to B without using the engine 'cause it's against the rules."

"Getting from A to B without using the engine," I repeated, "is the whole point of

sailing."

"Way too many of the cruisers I know," said the new boat-owner, "really use their boats like motorsailors. Nothing inherently wrong with that I guess, but I keep thinking that if they raced a little they'd have the skills and appreciation for sailing in light air, and they wouldn't be so quick on the draw when they reach for that starter button. Same for heavy going upwind. The racers know how."

"Never mind the light air," I said. "Watch any good race boat when it goes cruising. Watch them pull into an anchorage."

"They play the boat like a good violin," said my former race crew, laying it on even thicker. "They can make the boat do almost anything under sail. But cruisers, if their engine won't start, go completely to pieces just trying to get out of Ayala Cove."

"In all fairness," I said, recalling an unfortunate incident some years ago, "Ayala Cove in a strong ebb tide can be pretty tricky."

"You're probably right" she said. "Although my husband would never agree with that. But suppose I did want to get started racing. Where can we race a boat like ours? And how can we find crew that know enough to teach us how to do it right?"

"Glad you asked those question," said Lee. "The first thing to do is buy this slightly-used spinnaker pole, and a couple of slightly-used spinnakers to go with it."

"Heavens, we don't know the first thing about spinnakers."

"They're crew magnets," explained the new boat-owner. "Can't get good crew unless they have big toys to play with."

Next step is to enter the Season Opener next weekend. And like, you can do that now because YRA finally instituted a reasonable policy for very late entries.

"Naw, stick with the Friday night beer can series," said the new boat-owner. "Some clubs give you a

rating credit for the roller furling, and for not using a spinnaker when it's windy or you're short-handed. Plus it's a better scene for picking up new crew."

"And you'll get the anchoring practice," I added, "when it's your turn to be Race Committee. They make you anchor out in the Bay in waves and current, some

FLEA MARKET TIPS

- Get there very early
- Bring a chandlery catalog for price reference
- Don't buy anything inflatable
- Know your exact sailplan dimensions
- Bring a tape measure, notepad, and tools
- Know your adversary: eavesdrop before you negotiate

thing you'd never do voluntarily."

"Just make sure you get to drive and your husband pulls on the strings," advised Lee. "The boat is co-owned, right?"

"Hmm, I like it," she said. "He seems to end up driving for all the docking and maneuvering, but this would start to equalize our helming ability."

"Perfect fit," said the husband when he returned from the transom check, handing the tape measure back to my former crew. "Will two thousand take it?"

"Well, the owner really wanted me to get at least twenty-five for it," Lee lied.

"How about twenty-three?"

"I can go down to twenty-three fifty," she said after a thoughtful pause. "But the owner won't be very happy about it."

The cruiser considered his options. "Okay, \$2,350 it is."

And the deal was done.

After the gear had been carted off, I asked Lee why she forced another \$350

UPCOMING MARINE FLEA MARKETS

- **May 5** — Santa Cruz West Marine Store. (831) 476-1800
- **May 12** — Stockton Sailing Club Annual Swap Meet. (209) 957-4828.
- **May 12** — San Leandro YC Swap Meet. (510) 351-2102.
- **May 20** — Elkhorn YC (Moss Landing) Annual Flea Market; (831) 633-4375
- **May 20** — Sequoia YC (Redwood City) Swap Meet; (650) 361-8538.
- **June 9** — Sacramento West Marine store; (916) 366-3300.
- **June 23** — Alameda YC Annual Nautical Flea Market; (510) 865-5668.

dollars out of him, when the owner clearly would have been delighted to get \$2,000.

"It's called the 'confidence bump,' Max. A basic principle of sales. Never give the other side everything they ask for. I mean, like, that man is very happy right now because he's convinced he got that steering gear for the best possible price. If I had, like, just said okay to the first offer, then he'd be wondering if maybe he could

have gotten it for less, and he'd be thinking that maybe he was ripped off."

With Lee back on watch, I decided to swing by the breakfast serving area and get a plate of those pancakes for myself. But when it was my turn in line, the supply had just run out. A woman was immediately in communication with the kitchen putting in a call for more. "They're selling like hotcakes," she said into the cellphone.

The line grew as we waited for the delivery of fresh provisions, and the flea-marketers and flea-marketees began to suggest creative pricing structures to deal with the sudden shortfall.

"Why are sailors so cheap?" I asked as the three large pancakes, butter, and syrup landed on my plate.

"Because the wind is free," she explained, "and the essence of sailing, when you really think about it, is getting something for nothing."

— max ebb



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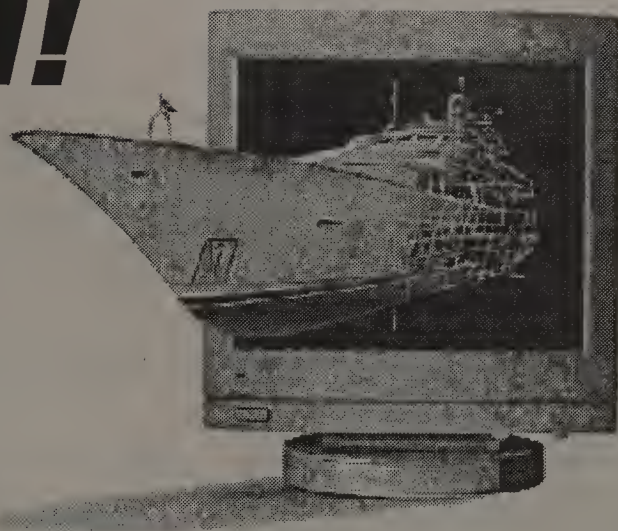
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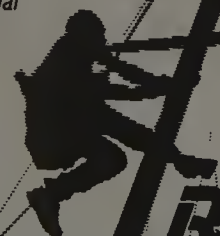
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PACIFIC PUDDLE JUMP, PT II

When you read about the 2001 Pacific Puddle Jumpers in last month's issue, the fleet was just beginning their westward trek toward French Polynesia. At this writing, as we conclude our profiles on these lucky sailors, most, if not all, of the 50-boat fleet should be luxuriating in the idyllic tropical anchorages of the Marquesas, Tuamotus or Tahiti.

As you read on, you'll note that having the will to seek out such bold adventures is the most important factor in turning the dream into reality. Few, if any, of these folks are what you'd call independently wealthy yachtsmen. Rather, they simply set their sights on long-term cruising, and prioritized their lives accordingly in preparation for departure.

We wish them smooth sailing, splendid sunsets and hope they forge many new friendships along their route. Our only regret is that we didn't have the sense to stow away when we had the chance.

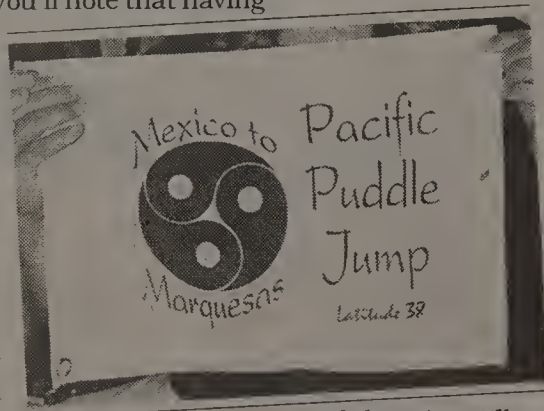


Claudia and Eric claim that their vagabonding lifestyle is all 'Latitude's fault.

Maluhia — Kelly/Peterson 46 Eric Beach & Claudia Castor Marina del Rey

"It's *Latitude's* fault we're doing this," says Eric with tongue in cheek. He and Claudia claim that reading the mag for years seduced them into selling everything and pursuing the cruising lifestyle. They left Southern California with the Baja Ha-Ha fleet in October of '99 and have been "amazed by the friendliness of the Mexican people" ever since.

Although they've never crossed an ocean before, they're both eager to get out into the wide open spaces of the Pacific. Their proposed one-year circuit will take them through the various island groups of French Polynesia north to Hawaii and home.



Meshach — 45-ft tri Thor & Tanya Temme, Kauai

You've got to envy Thor, 30, and Tanya, 28. Not only did they both have the good fortune to grow up in Hawaii, but they have the sense to pursue their cruising dreams and, as they say, "enjoy life

while we're still young."

Thor grew up blasting around on beach cats, and Tanya got her initiation into the sailing life as soon as she met him eight years ago. They've already done more open-ocean sailing than many in the fleet, having bought *Meshach* in Southern California, then taken her back to Kauai for her shakedown cruise. They left for Mexico a year and a half ago: "The Sea of Cortez is still a frontier — very raw and wild." They've been dazzled by all the folks they've met thus far, both ashore and on the water. "There are definitely lots of eccentric folks out here cruising!"

As to advice for the wannabes back



Hawaiians Tanya and Thor intend to have some wild adventures while they're still young.

home, they say: "Don't worry about the details, just go. Don't get stuck making payments. Lower your standard of living and level of necessity. All you really need

is a boat, food, and desire."

Merida—Corbin 39 Ian & Liz Stokie, Vancouver

Since Ian was born in Australia, this cruise should result in a homecoming. Before taking up keelboat sailing aboard *Merida* a decade ago, he raced dinghies for 25 years.

"Going cruising will be the fulfillment of a lifetime dream," says Ian. He and Liz bought their floating home from Ian's parents, who built her.

Their advice? "Don't think too far ahead. Just get ready one day at a time."

Natasha — Seawolf 40 Michael Cropper & Sara Wilcox, Marina del Rey

"We're going cruising," says Michael with a smile. "because we can't afford to stay in the U.S. Michael, who worked as a nautical librarian for the City of Los Angeles, and Sara, who sailed the Solomons and Vanuatu with Pete Sutter years ago, have both been sailing for many years, but their 20-year-old crewman — or, "adopted slave" — Noah, has already done more blue water sailing than either of them, and thus should be a real asset on their planned cruise to New Zealand and Australia.

Having already had "a series of adventures and misadventures" since heading south last fall, they now hope to revisit some of the exotic spots where *Natasha* made port calls during a circumnavigation with previous owners. "This boat has a lot of connections," says Michael. "She's even been to Pitcairn — twice."

Neried — Wauquiez 43 Mike & Joyce Creasy, Alameda

Mike and Joyce sailed south with the Baja Ha-Ha only last fall, but despite a short stay in mañanaland, they're eager to head west. "We've changed our minds about it five times already," says Mike. "but although we really like Mexico, we



— SAILING ON THE CHEEKS OF GOD



Although 'Yehudi' is a very small boat, Captain Sarah and first mate Michael seem to have a positive attitude that's unshakable.

want to see the Pacific before we get any older."

Thus far, their biggest adventure has been running into a dead whale — literally. "We were having a great run under spinnaker, when Joyce asked, 'Is that an island up ahead?'" A bit baffled, they quickly scanned their charts, but an unmistakable odor soon confirmed that the 'island' they were about to overrun was a very unlucky cetacean that had gotten tangled up in a fisherman's nets.

Guess who's got the most offshore experience, Noah (left), Michael or Sara?



This is one couple who's already done a fair bit of sailing — especially Mike, who single-handed through the South Pacific for two years, inspired by his son Brian and daughter Theresa who made their trip in 1990 when they were only 20 and 22, respectively. Ironically, now that mom and dad are off cruising their kids are at home taking care of the family's affairs.

"Take less stuff and more money," advise the *Neried* crew. "Do all the projects at home before you leave, so you can enjoy your cruise rather than work."

Patrón — Whitby 42

Ted Trondsen & Honey Lynn Chidley
Campbell River, B.C.

Ted and Honey Lynn — you gotta love that name — left Canadian waters in '99 "to escape the 'Big Grey' of British Columbia." The 'interview line' at our Paradise Village send-off party was so long that we never got to meet these folks in person, but we know from their questionnaire that their loose itinerary will take them "New Zealand and points west" and their timetable is open-ended.

P.J.'s Dream — Vagabond 47

Peter and Patricia Wyllie

The story of this Canadian boat has a terribly sad beginning, but a very happy ending. She was commissioned by Peter John Wyllie in the mid-'80s, but he was tragically killed one week before flying to Taiwan to sign her construction contract. Determined not to let their son's dream die, his mom and dad, Peter Sr. and Patricia, went overseas in his place. They renamed the boat for their son and, upon completion, they sailed it home to Canada, despite never having gone offshore before.

During the years since then, they've literally been "living his dream." Way back in '87 they made their first run to Cabo, then offshore to Hawaii and back to Vancouver. They've been voyaging off and

on ever since.

From their unique perspective, they offer this advice (borrowed, we believe, from a song by Philo Hayward): "Dream as if you will live forever. Live as if you will die today!"

Sailor's Run — Baba 40

Jeff & Debbie Hartjoy, Longbranch, WA

Jeff and Debbie (Ha-Ha '99 vets) have



Mike of 'Neried' has singlehanded the SoPac before. This time Joyce will keep him company.

planned an open-ended circumnavigation. "I'm most excited about the long passages," says Jeff. "And Debbie loves the cultural experiences."

Knowing them, as we do, from the '99 Ha-Ha, we can tell you that this is a pair of fun-loving and high-energy sailors. *Sailor's Run* was one of only two boats to sail the entire way to Cabo that year. Along the way Debbie did daily workouts and baked fresh bread while Jeff was in his element steering the ocean swells for

"Take less stuff and more money," advise the Neriéd crew.

hours on end. They've greatly enjoyed their year and a half south of the border: "The wonderful Mexican people, the fantastic weather, great fishing and beautiful anchorages."

Both extremely fit and feisty, they run six miles a day to stay in shape, and they both love to hike. In fact, if you read *Changes in Latitudes* regularly, you're probably familiar with some of their adventures, like the time Jeff got a cactus needle stuck in his. . . Ahh, never mind. It's too painful to retell.

Their words of wisdom: "Since sailing

PACIFIC PUDDLE JUMP, PT II



If you'd read Jeff and Debbie's recent 'Changes' report, you'd understand the symbolism here.

is the currency of life, go harness the freedom of the wind and spend some."

Sea Brant — Laurin 32

Bob & Lisa Eakle, Unaweep, CO

The folks in Nike's marketing department would get a kick out of Bob and Lisa. Not because they wear shoes with swooshes on them, but because when *Sea Brant's* crew says, "Just do it!" they're talking about sailing around the world in a relatively tiny boat when neither of them has more than two years of sailing experience. We wish them luck, and would bet that with typical Colorado tenacity they'll probably make it.

Plan 'A' will take them to South Africa by Christmas, then up to the Caribbean by the following spring. And, naturally, their overall cruising timetable is open-ended. We don't know how long this spunky pair has been fantasizing about crossing oceans together, but we do know making this cruise a reality was "a mutual dream."

As they set off toward the setting sun they advise: "Don't let others' opinions determine your course."

Seashell — Freya 39

Ron & Ingri Sparling, Anacortes, WA

Ron and Ingri have been sailing long

enough to realize that there's no point in making a hard and fast itinerary, since plans always seem to change. They do intend to cruise as far New Zealand — and perhaps all the way around the world. "But at the speed we've been going, it will take us 20 years to do it," says Ron with a laugh.

During recent months they've been lingering in favorite anchorages like Loreto, Puerto Escondido and some secret dive spots — they both love diving and *Seashell* is equipped with a compressor.

Having 'retired young' from the Sausalito Fire Department, Ron is one of those handy guys who seems to know how to fix every system on his boat and has planned for every contingency — a storm trysail is always at the ready, bagged on deck and rigged on its own mast track. Meanwhile, Ingri is *Seashell's* queen of canvas. With her professional-grade on-board sewing machine she's made all the ship's cushions, sail covers and a dodger. No doubt their skills will earn them many new friends along their route.

Tamarac II — Westsail 32

Terence & Gayl Loose, Newport Beach

"We're going at least as far as the Society Islands," say Terence and Gayl, "then we plan to start making babies." Wow! We couldn't think of a more romantic spot to create a child. This is one cruising plan we'd like to hear the follow-up on.

Both in their mid-30s. Terence and



Too nice to say no. Sheron and Bert were shanghaied into organizing pre-Jump meetings.

Gayl list themselves as co-captains, which we take to mean they've gained equal skills during the six years that they've been sailing. Their inspiration for this life-

altering trip, they say, was when they wrote a magazine article about the OCC Sailing Center. "That sparked the flame."

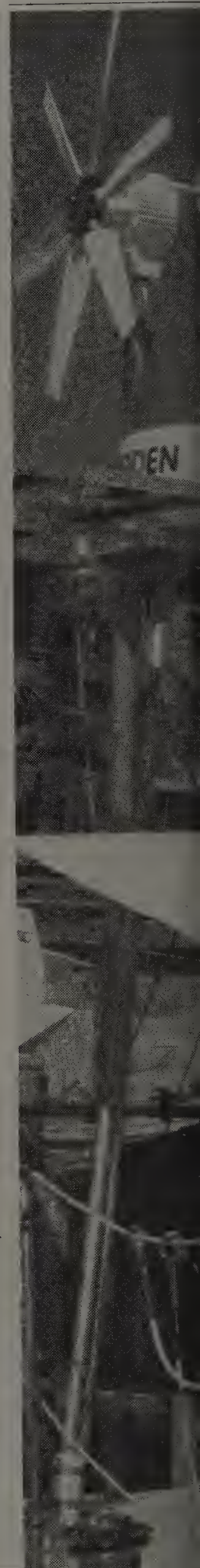
During their year in Mexico thus far, one of the highlights was spearfishing in the Sea of Cortez: "We ate fish for almost every meal for two months!" And what advice would they offer future cruisers? "Make everything ten times more bulletproof than the manual calls for!"

Tenacious — LaFitte 44

Bert & Sheron Barnes, Portland

We're not sure if Bert and Sheron volunteered or were shanghaied, but they ended up serving as the de facto organizers of this year's flock of Puddle Jumpers. For months before the March weather window opened up, a growing number of sailors got together as often as once a week to brainstorm about their impending ocean-crossing. Discussion topics included weather routing, provisioning, heavy weather tactics and medical issues. Using copies of copies, members of the group eventually compiled an amazing number of useful articles, excerpts and resource lists which can hopefully be passed on to next year's fleet as well.

Having grown up



— SAILING ON THE CHEEKS OF GOD



Ron and Ingri of 'Seashell' have been movin' slow. But then, that was their goal.

in the Bay Area, both Bert and Sheron learned to sail as adolescents. In fact, when they started dating back in Junior High School one of their favorite pastimes was bashing around in Bert's El Toro. Although they lived in Idaho prior to setting sail a year ago, they've

dragged me into this."

Although they started sailing by doing yacht charters in the mid-'80s, they only bought *Tigger II* six months before they started cruising (in 1998) and their previous boat was a Hobie 16! The fact that they are still afloat three years later is a testament to that old can-do spirit that has been the greatest asset of many cruisers before them.

No wonder they decided to fine-tune their skills on their own, though. With the best intentions, they signed up for an off-shore sailing class years ago with a very well-known sailing school. They set sail from Beaufort, North Carolina bound for

"I just love the sea... the beauty and tranquillity of sailing on the cheeks of God."

always kept their cruising dreams alive. They plan to explore the South Pacific then head to the Med via the Suez, then buy a car and do some inland touring in Europe. Still, they're a bit sad to be leaving Mexico: "We've found that Mexicans are the warmest, loveliest people," says Sheron, a former school teacher. "We've never been cheated, swindled or taken advantage of by anyone here."

Bert, who worked as an engineer, advises would-be cruisers to, "Do plenty of coastal cruising before you try to cross an ocean so you can learn about all your boat's systems. Do all your own work to maintain your boat, because you can't write a check to fix your boat out in the middle of the ocean."

***Tigger II* — Island Packet 40**

Roger & Jean Weiss, Scottsdale, AZ

"My wife is a gypsy!" says Roger. "She

St. Thomas. "But the skipper liked to smoke pot and stay below decks. We got into rough weather and 20-foot seas, and he didn't know what to do. He had no navigation gear, no satnav, and no charts of the Bahamas. . . We eventually mutinied and took over ourselves." Ah, self-reliance is a wonderful thing.

Years later, undaunted, they bought *Tigger II* in Virginia and trucked her across country to San Diego. At this point, the master plan is to spend six months in the more remote areas of French Polynesia — like isolated atolls of the Tuamotus — then haulout in Raiatea and fly down to Chile for a bit of land touring during the SoPac cyclone season.

***Time Traveler* — Kettensburg 40** **Jim Brown, Oxnard**

Now Jim is a guy who can keep a promise — especially to himself. "I'd never sailed on anything before," he explains. "But I bought this 40-ft boat nine years ago, taught myself to sail and set the year 2000 as my cast-off date. And I did it." His classic 1960 wooden ketch is the oldest — and perhaps the prettiest — boat in the fleet.

He's singlehanded down to Mexico and he'll cross the Pacific the same way, but he won't actually be solo sailing. After all, his puppy, Dutch, will be along too. "I just love the sea," he explains, "the beauty and tranquility of sailing on the cheeks of God."

During their travels thus far, they've played with whales and dolphins and once rode out 60-knot winds. Now it's across the big blue to Hawaii then back to Cali

PACIFIC PUDDLE JUMP, PT II

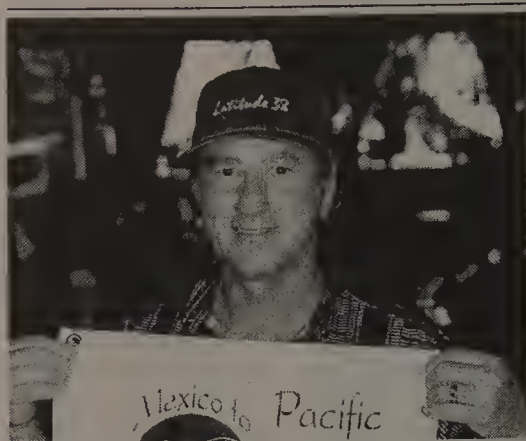
fornia, where Jim plans to work for a couple of years and fatten up his cruising purse. "Next time," he promises, "I'll go all the way around."

Veritas — Roberts 44

Tony & Linda Keeling, Eureka

"Our plans are written in the sand at low tide," says Tony, with the obvious implication that everything's changeable. He and his bride of one year, Linda, intend to take a bit different route than most: first down to Panama, then across to the Galapagos before making landfall in the Marquesas and continuing west. Believe it or not, they met as a result of an ad Tony placed in *Latitude* after sailing down to Mexico with the Baja Ha-Ha in '97.

They've had some grand times in Mexico, especially exploring inland away from the ports and anchorages. As they travel out into the Pacific, and possibly around the world, they plan to follow a similar game plan to maximize their understanding of foreign cultures.



Even though Jim singlehands 'Time Traveler' he always has Dutch along for company.

Yehudi — Vancouver 27

Michael Neufeld & Sarah Carson, Victoria

Last but not least in this year's fleet is *Yehudi*, the fleet's smallest boat with the youngest crew. And if our first impression was accurate, Michael, 29, and Sarah, 26, are probably among the most fun-loving folks in the fleet too.

Crediting Robin Graham's book *Dove* as part of their inspiration, this bubbly duo sailed out the Strait of Juan de Fuca and headed south in 1999 with wide eyes and open minds. Because their cruising

kitty is extremely limited, they are traveling on the "work and cruise plan," meaning they will work wherever they can as they explore the planet. "If we hadn't had to work this year, we would have missed some great experiences already," says Sarah, who is officially the captain of *Yehudi*. "After all, one of the biggest reasons we went cruising was to learn about other cultures."

Oh, and did we mention that they just got married? So in essence, they are on an open-ended honeymoon — we can't wait to hear where it leads them.

And there you have it, the final 'entry' in this year's Pacific Puddle Jump. As these lucky folks travel around the Pacific Basin and around the world, we sincerely hope they'll keep in touch through cards, letters and emails. Assuming they will, you'll soon be able to read about their adventures in upcoming editions of *Changes in Latitudes*. So stay tuned.

— *latitude/aet*





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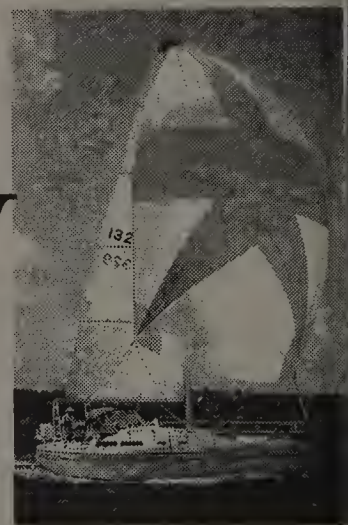
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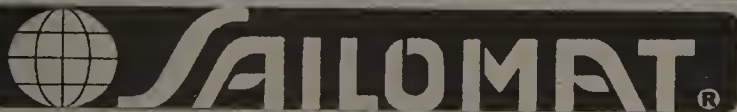
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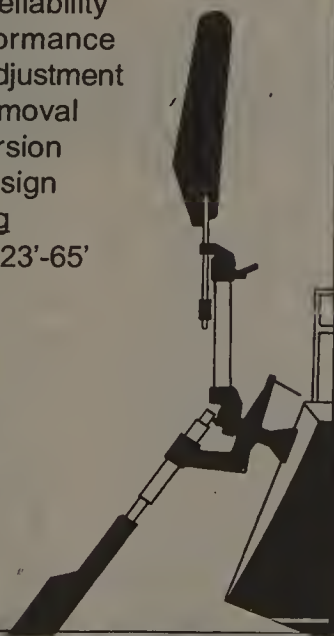
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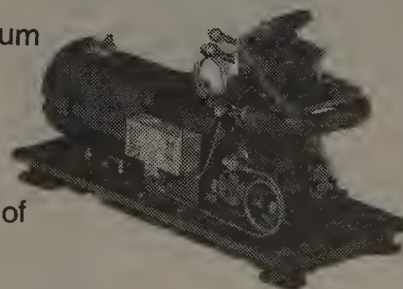
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THE RACING

With reports this month on the **Camellia Cup** on Folsom Lake; the first members of the prestigious **U.S. Sailing Team**; the **San Francisco Cup** stays at St. Francis YC; the windy **West Marine J/Fest**; the **505 Santa Cruz Spring Open**; the **48th Bullship Race**; the mellow **SSS Singlehanded Farallones**; a local sailor wins the **Hospice Nationals**; Richmond YC's new **Big Dinghy Regatta**; the **Doublehanded Lightship Race**; the fully crewed **Lightship Race**; and the usual glut of **box scores** and **race notes**.

Camellia Cup

Boating season officially began on Folsom Lake on March 31-April 1 with the Folsom Lake YC's 35th Camellia Cup Regatta, long the Sacramento Valley's biggest sailboat race. Sixty-eight boats competed in the breezy (10-20 knots, windy by lake standards) four-race series.

20/20, a Santana 20 skippered by Charles Witcher, was the big weekend winner. Witcher, a Sacramento sailmaker, along with wife/crew/business partner Sherron Hart and boat partner Charlie Hess, not only crushed the 11-boat Santana 20 class, they were also awarded the Camellia Cup, emblematic of best overall performance. This is the fifth time Witcher and crew have won the Cup — twice in 20/20 and three times in his other boat, the Moore 24 *Hot Rod Lincoln*. The invincible trio capped their Camellia Cup victory by winning the following weekend's

in a Santana 20!"

The usual suspects won the other Camellia Cup classes — pecking orders tend to be particularly ingrained among lake sailors. The next opportunity to sail on the Lake Circuit is the Whiskeytown Regatta, held Memorial Day Weekend up in the beautiful Trinity Alps.

RED KEEL — 1) Joel Verutti, Moore 24, 10 points; 2) Bernadette Bosinger, Moore 24, 12; 3) George Koch, J/22, 15. (8 boats)

BLUE KEEL — 1) Sherry Gicker, Capri 22, 11 points; 2) Jim Christopher, Venture 21, 12; 3) Wade Behling, Capri 22, 12. (7 boats)

SANTANA 20 (NorCal districts) — 1) Charles Witcher, 6 points; 2) Ken Cardwell, 9; 3) Jim Coyne, 14; 4) Todd Craig, 20; 5) Mel Morrison, 22. (11 boats)

CATALINA 22 (regionals) — 1) Tom Page, 6 points; 2) Gary Preston, 9; 3) Niles Kynett, 14. (8 boats)

OPEN CENTERBOARD — 1) Dave Neilsen, Windmill, 6 points; 2) Steve Fishman, Coronado 15, 18; 3) Jim Garrett, Flying Scot, 18. (8 boats)

MULTIHULL — 1) Kit Wiegman, Hobie 20, 6 points; 2) Karl Engellenner, Hobie 18, 9; 3) Peter Schulz, Prindle 18, 9. (6 boats)

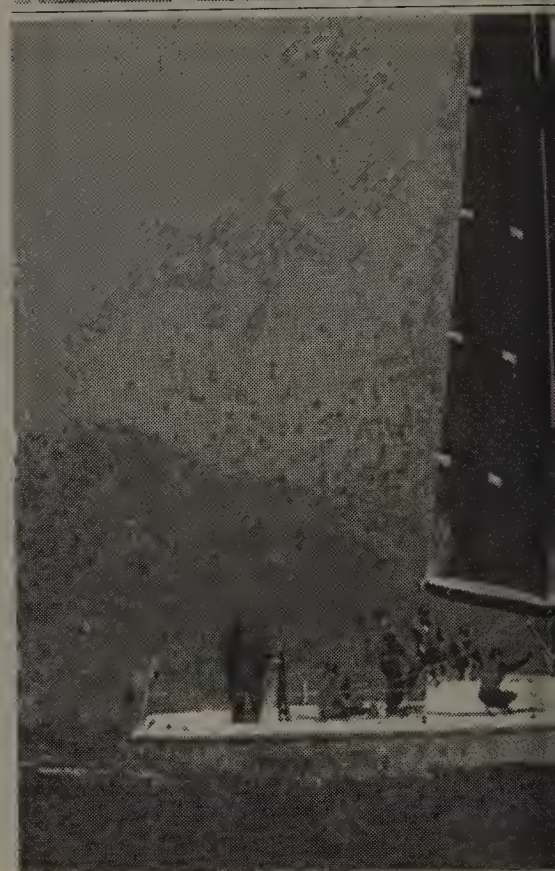
THISTLE — 1) Ron Smith, 9 points; 2) Dale Hinman, 10; 3) Mike Gillum, 11. (8 boats)

BANSHEE — 1) Keith Steele, 8 points; 2) Mark Dawson, 9; 3) Bob Backer, 13. (7 boats)

CRUISER — 1) Scott Hefty, Catalina 25, 4 points; 2) John Gallagher, Catalina 25, 8. (5 boats)

2001 U.S. Sailing Team

Familiar faces — as well as some fresh ones — populate the 2001 U.S. Sailing Team, which has now been named in seven of the 11 Olympic classes. The U.S. Sailing Team, created in 1986 to develop promising sailors for the Olympics, annually honors the top-five ranked sailors in each of the 11 disciplines. Rankings are based on attendance and performance



at a series of qualifying regattas (different for each class).

Though it is obviously early to get seriously excited about the 2004 Olympics — scheduled for August 13-29 in Athens, Greece — inclusion on the prestigious Team is still an important goal for Olympic hopefuls, even in the first year of the quadriennium. In addition to the national recognition and lots of cool free clothes, membership on the U.S. Sailing Team also brings valuable coaching, training opportunities and, perhaps most importantly, some financial assistance.

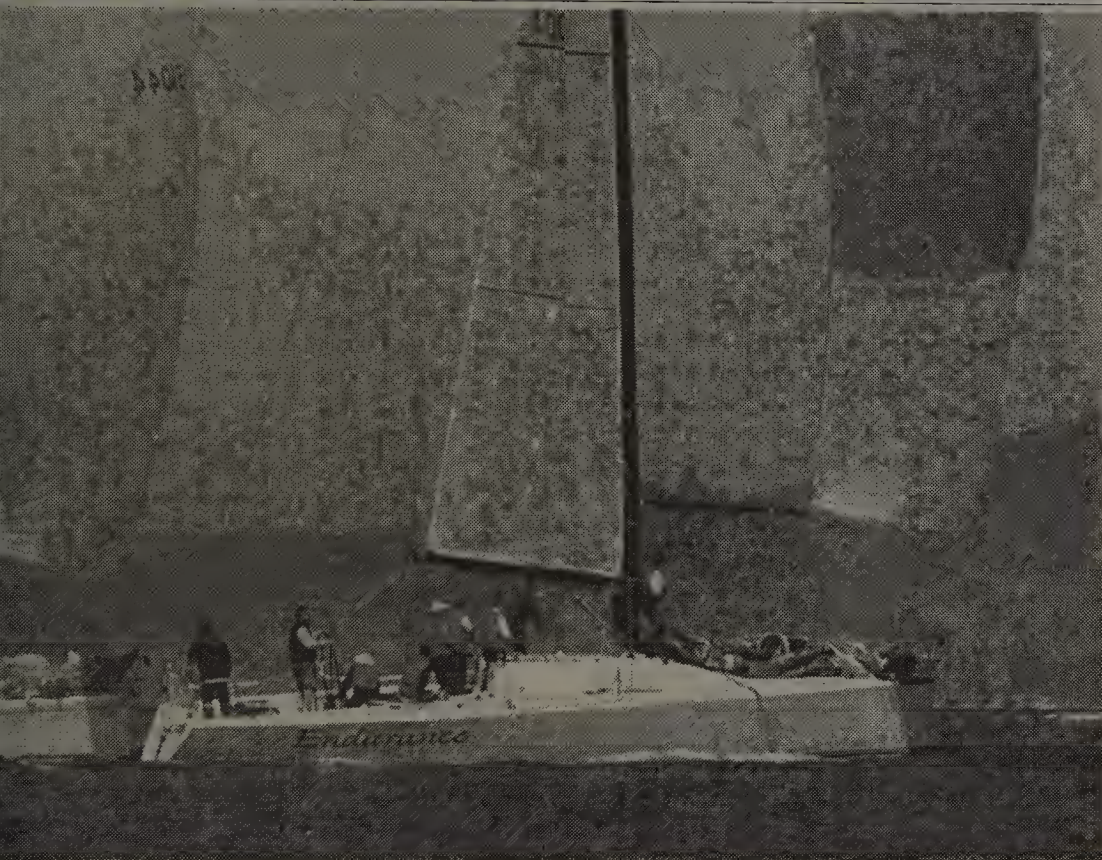
San Francisco Bay is well represented on this year's Team, with Krysia Pohl (Europe), Russ Silvestri (Finn), Mo Hart (Finn) Adam Lowry (49er crew), Sean and Doogie Couvreur (49er team), and Steve Bodner (Mistral) already named. Congratulations



'20/20' vision — From left: Charles Witcher, wife Sherron Hart and boat partner Charlie Hess.

21-mile TransFolsom Race, as well.

"The Camellia Cup, particularly on Sunday, was quite nice," said Witcher. "But the TransFolsom Race was pretty gnarly — hail, lightning, wind, the whole works. There were a few times when we wondered what we were doing out there



SUZIE LAHEY; INSET SIFYC

The ups and downs of the San Francisco Cup. Inset, Peter Stoneberg (with trophy) and the Saints celebrate their 3-1 victory.

to all! The 470 (men and women), Star and Yngling teams will be finalized later in the summer.

Here is the Team to date, listed in ranking order one through five:

EUROPE — Meg Gaillard (Pelham, NY); Krysia Pohl (Alameda); Christin Feldman (Grosse Point, MI); Jaime Mack (Seattle); Lauren Maxam (Coronado, CA).

FINN — Russ Silvestri (San Francisco); Darrell Peck (Gresham, OR); Geoff Ewenson (Annapolis); Eric Oetgen (Savannah, GA); Mo Hart (Santa Cruz).

49er — Andy Mack/Adam Lowry (Seattle/San Francisco); Dalton Bergan/Zach Maxam (Seattle/Coronado); Tim Wadlow/Pete Spaulding (San Diego/Boston); Sean and Doogie Couvreur (Petaluma); David Fagen/Bora Gulari (St. Petersburg/Detroit).

LASER — Brett Davis (Largo, FL); Ben Barger (St. Petersburg); Zach Bailey (Clearwater, FL); Clay Johnson (Toms River, NJ); Andrew Scrivan (Greenwich, CT).

MISTRAL (men) — Peter Wells (La Canada, CA); Ben Barger (St. Petersburg); Steve Bodner (Toledo, OH/San Francisco); Jon Azevedo (Indian Harbor Beach, FL); Phillip Muller (Ft. Pierce, FL).

MISTRAL (women) — Kimberley Birkenfeld (Myrtle Creek, OR/Miami); Laura Chambers (Indianapolis, FL); Beth Powell (Cocoa Beach, FL); Ericka Kofkin (Melbourne, FL); Heather Hertel (Erie, PA).

TORNADO — John Lovell/Charlie Ogletree (New Orleans/Newport Beach); Lars Guck/PJ Schaffer (both Bristol, RI); Robbie Daniel/Jacques Bernier (Clearwater, FL/Daytona Beach, FL); Rich Feeney/Jonathan Farrar (Ithaca, NY/Niantic, CT); Mike Ingham/Erik Goethert (Rochester/Ironquoit, NY).

San Francisco Cup

The St. Francis YC successfully de-

fended the San Francisco Cup on March 31-April 1, defeating San Francisco YC 3-1 in the best-of-five match race series. The 33rd edition of this mostly friendly cross-town rivalry saw the two local racing juggernauts squaring off in Farr 40s, with Peter Stoneberg and tactician Chris Perkins representing The Saints with his *Shadow* against Mike Condon and Jeff Madrigali's SFYC squad on *Endurance*.

Given the tremendous depth of talent at St. Francis YC, and the fact that they hired John Cutler and Dee Smith to tutor them in the weekends before the regatta, the outcome of the S.F. Cup was no real surprise. But the SFYC team proved scrappy, winning the first race by 11 seconds after five lead changes. That must have startled the StFYC team, as they came right back with two relatively big wins — 60 seconds and 69 seconds, respectively.

The traditional 'blue blazer, rubber chicken' dinner at StFYC was enlivened with skits and jokes, with StFYC members Doug Holm and Sean Svendsen apparently providing a new level of after-dinner entertainment. The inspired StFYC team came out the next day, April Fool's, and finished off the task with a 34 second victory. If anyone is counting, this was StFYC's seventh S.F. Cup win in a row.

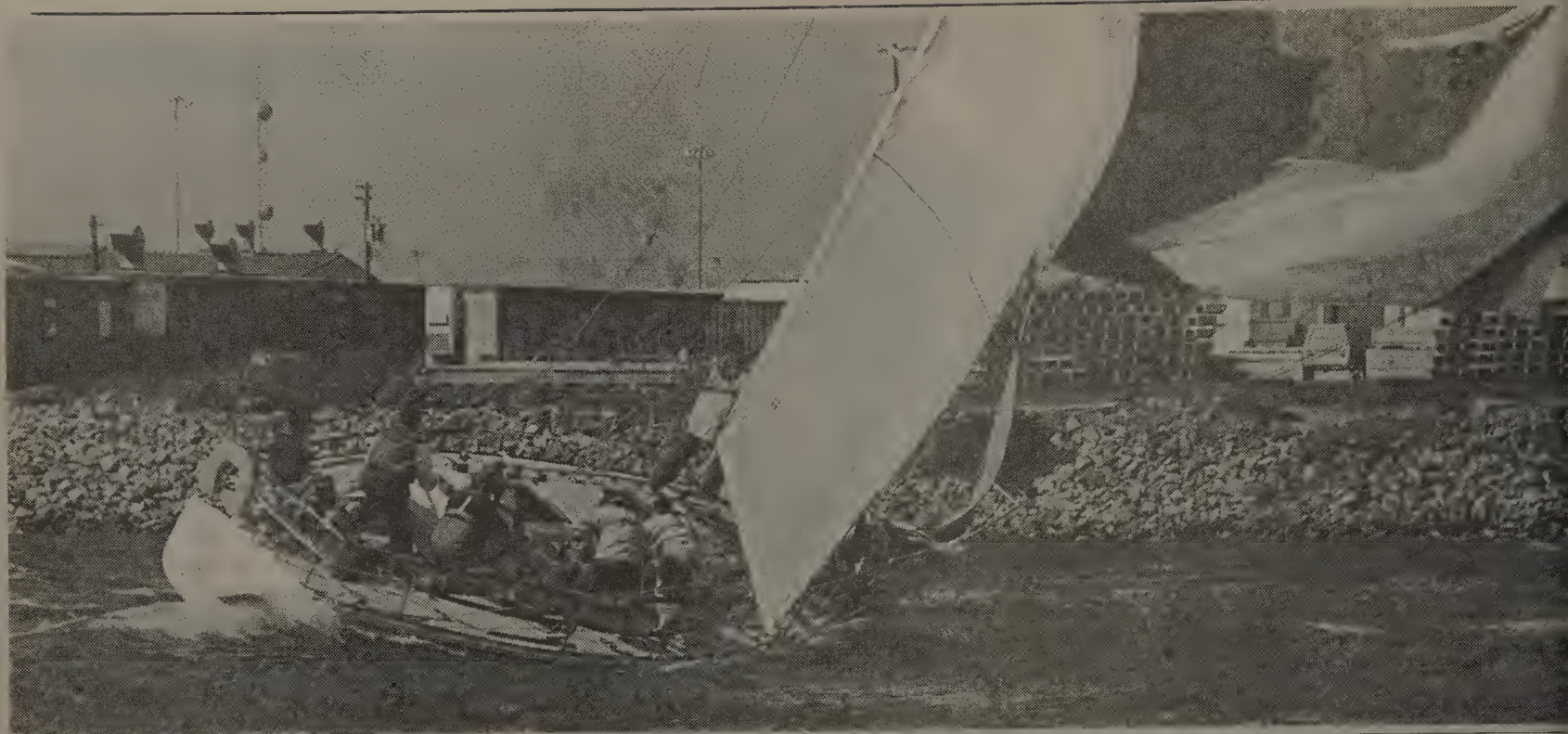
Fortunately for the yachting world, Jana Madrigali's scheme to 'judge' the best underwear at the pre-race weigh-in didn't come off as planned. An email warned the crews to wear appropriate skivvies, as the 'winner' would get a handful of free drink tickets and be required to pose for a shot in this very magazine. We're not sure who won — mostly we're just relieved that the person with the camera arrived too late for the 'photo opp'!

Winning crew (StFYC) — Peter Stoneberg, Chris Perkins, Dave Gruver, Nick Gibbens, Gary Sadamori, Ernie Rodriguez, Hogan Beatie, John Collins, Seadon Wijsen.

Runners-up (SFYC) — Mike Condon, Jeff Madrigali, Don Jesberg, Jeremy Condon, Jim Barton, Mark Dowdy, Jeff Wayne, John Sweeney, Greg 'Radar' Felton.

West Marine J/Fest Regatta

The latest incarnation of the popular J/Fest Regatta was held on April 7-8 and, despite the dreaded long haul up and down the Estuary, the 'new' formula was well-received. Sponsored by West Marine and hosted by Sail California and Encinal YC, the event was standing-room-only in three one design fleets, but barely attended in the PHRF 'leftover' class. Sat-



urday's racing was fairly wild, as winds up to 25 knots shredded at least a half dozen kites and contributed to several minor collisions. One unnamed (and previously well-behaved) J/105 managed to get in three separate accidents that day! Saturday's second race concluded with a parade up the Estuary to finish in front of the EYC clubhouse — and, for once, there was plenty of wind all the way up

the ditch.

The raft-up and ensuing party was one of the best in recent memory, with J/Boats hosting the 68-boat fleet to beer and a tasty barbecue. After dinner, several thousand dollars of West Marine merchandise was raffled off, and no one we saw went home empty-handed. The next morning, the boats shuttled back out to the Central Bay for two more races, both

of which were held in ideal sailing conditions. "On the whole, the weekend went off pretty well," claimed freelance race manager Matt Jones. "I did manage to slime the J/24s on the last day, when I started the 105s just as the little boats were going through the leeward gates. That wasn't too popular, especially as this was a qualifier for the J/24 Worlds."

Keith Whittemore's Seattle-based Tun-



J/Fest rock n' roll — Ian Charles and his talented 'Salls Call' crew (upper right) and 'Jarlen' skipper Bob Bloom (lower left) were big winners. The J/33 'Tigger' won the small PHRF class despite DN'ing race two after broaching to within feet of the rocks and having to motor off (middle right). The Seattle-based 'Tundra Rose', bottom right, won the J/24 competition. All photos Latitude/rob & jr.

dra Rose managed to avoid that mayhem in winning the 23-boat J/24 class, with Ventura sailmaker Deke Klatt (*Zoni*) coming in second. Past season champ Ian Charles topped the huge 33-boat J/105 fleet, steering his *Sails Call* to a 2,1,5,2

record to edge out arch-rival *Good Timin'* by six points. "Our new North sharkskin main is sooo fast!" claimed Charles, who is dominating the overall J/105 class standings in the early part of the season.

Veteran J/35 sailors Bob Bloom (*Jar-*

len) and Ryle Radke (*Friday Harbor*) ended up with eight points each at the end of the weekend, with the tiebreaker going to *Jarlen*. "I'm just happy to see the class making a comeback!" claimed 'Dr. Bob'. "Eight boats is the most we've had out in years!" Bob George (*Kiri*), another longtime J/35 owner, might have also finished near the top — but his mast broke at the base (and somehow didn't fall) in the second

THE RACING

race.

Top finishers follow. Surf to www.en-cinal.org for complete results.

J/105 — 1) **Sails Call**, Ian Charles, 11 points; 2) **Good Timin'**, Perkins/Wilson, 17; 3) **Blackhawk**, Dean Dietrich, 24; 4) **Natural Blonde**, Rob Cooper, 25; 5) **Jitterbug**, Chuck Eaton, 30; 6) **Juxtapose**, Thayer/Watts, 31; 7) **Wind Dance**, Jeff Littfin/Steve Pugh, 36; 8) **Irrational Again**, Jaren Leet, 36; 9) **Advantage 3**, Pat Benedict, 38; 10) **Orion**, Gary Kneeland, 47; 11) **Walloping Swede**, Tom Kassberg, 47; 12) **Bella Rosa**, Dave Tambellini, 49; 13) **Nantucket Sleighride**, Mr. Wagner, 50; 14) **Tiburon**, Steve Stroub, 59; 15) **Arbitrage**, Bruce Stone, 62. (33 boats)

J/35 — 1) **Jarlen**, Bob Bloom, 8 points; 2) **Friday Harbor**, Ryle Radke, 8; 3) **Raptor**, Jim Hoey, 12; 4) **Jammin'**, Steve Klein, 16. (8 boats)

J/24 (Western Regional Championship) — 1) **Tundra Rose**, Keith Whittemore, 6 points; 2) **Zoni**, Deke Klatt, 13; 3) **Cool Breeze**, Doug Nugent, 19; 4) **Snow Job**, Brian Goeprich, 20; 5) **#3324**, Ryan Cox, 21; 6) **Nixon Was Cool**, Julie Wiard, 22; 7) **Blunderbluss**, Mr. Smit, 33; 8) **Small Flying Patio Furniture**, Melissa Purdy, 37; 9) **Itchy & Scratchy**, Mr. Demmler, 39; 10) **Jam Jam**, Neil Ruxton, 39.5. (23 boats)

PHRF — 1) **Tigger**, J/33, Mr. Fennell, 11 points; 2) **Argonaut**, J/40, Mr. Ditzen, 11. (4 boats)

505 Santa Cruz Spring Open

Seventeen 505s showed up at Santa Cruz YC on April 14-15 for the first of four West Coast series which determine who will get the vital container space for the upcoming World Championship in Portugal. Conditions were 'classic' Santa Cruz, with 12-22 knots of breeze and cold water (49 degrees). A strong six-team con-

competitive event than the NA's last year," claimed class guru Howie Hamlin.

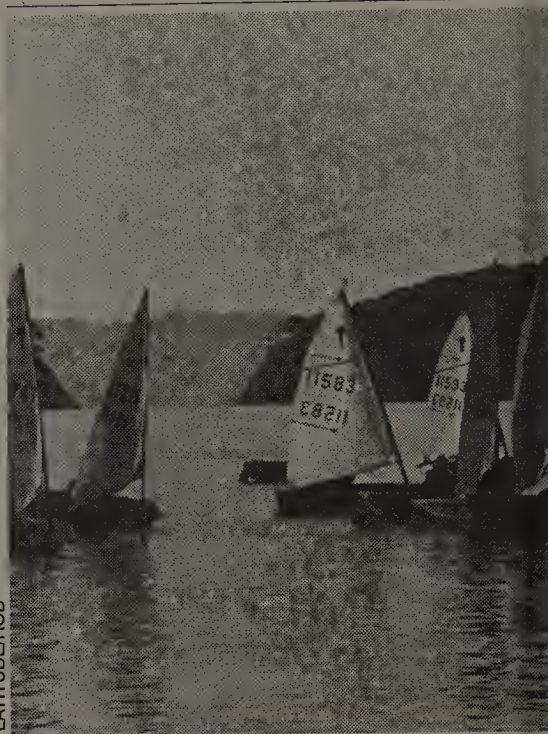
The veteran Santa Cruz team of Bruce Edwards (skipper) and Dave Shelton strung together a fine 2,1,3,1,1,3,2 series enroute to winning the weekend. Andy Beeckman (skipper) and Ben Benjamin also notched three bullets, but fell eight points short of Edwards/Shelton. The reunited SoCal powerhouse duo of Howie Hamlin (skipper) and Mike Martin took the bronze for the weekend.

"The fleet was exceptionally close in all the races, even in the higher wind," noted Edwards, the senior VP of retailing for West Marine. "It's a testament to the overall talent in this class and how high the standard of racing is in this fleet."

1) Bruce Edwards/Dave Shelton, Santa Cruz, 13 points; 2) Andy Beeckman/Ben Benjamin, Newport Beach, 21; 3) Howie Hamlin/Mike Martin, Long Beach, 26; 4) Jeff Miller/Jeff Nelson, Santa Cruz, 33; 5) Ryan Cox/Carl Smit, Ventura, 35; 6) Danny Thomson/Andy Zinn, Newport Beach, 50; 7) Doug Hagan/Stuart Park, Los Gatos, 53.5; 8) Nick Adamson/Alan Norman, San Francisco, 63; 9) Evert Meyer/Chris Hanke, San Mateo, 65; 10) Thad Lieb/Paul Kerner, Walnut Creek, 65. (17 boats)

48th Bullship Race

"It was your usual BS," laughed El Toro class president Gordie Nash, referring to the annual Bullship Race. When the starting gun sounded at 8 a.m. off the



LATITUDE/ROB

launching pad. We figured — incorrectly, as usual — that this year's mad dash to the Cityfront was a writeoff.

Actually, all but six Toros ended up finishing. The big winner was Walt Andrews, a retired automotive technician from Sunnyvale. This was Walt's second victory in a row, bringing his total up to three — still four behind the all-time Bullship legend Hank Jotz, who has been missing at this event lately. This year, all the leaders seemed to take the 'high road', i.e. up the Marin shore to Fort Baker before shooting over in the flood.

"When the wind finally filled in, it flip-flopped the fleet," explained Nash. "It was nice to see some new faces taking home the sweatshirts (which went to the top 12 finishers)."

OVERALL — 1) Walt Andrews; 2) John Amen; 3) Tom Burden; 4) Steve Lowry; 5) Nick Nash; 6) Kit Stycket; 7) Bruce Bradfute; 8) Kui Lim; 9) Pete Blasberg; 10) Richard Paulsen; 11) Duncan Carter; 12) Bill Hodges; 13) Chris Nash; 14) Joseph Altmann; 15) Farris Hix, Jr.; 16) Vickie Gilmour; 17) Dennis Silve; 18) Malcolm Wilson; 19) Jerry Sachoff; 20) John Liebenberg. (35 boats)

MAIDEN VOYAGE — Steve Lowry.

FIRST WOMAN — Kit Stycket.

FARTHEST AWAY — Bill Hodges (Mass.).

EL VIEJO (ages 75-79) — Pete Blasberg.

SSS Singlehanded Farallones

The spring rite of passage for many Northern California sailors took place on Saturday, April 14, when the Singlehanded Sailing Society held their 23rd annual Singlehanded Farallones Race. At 0730, our very own voice of the SSS, Heli Roiha, began confirming radio check-ins from our anxious participants. With the 0830 warning time approaching, the anemometer inside the Golden Gate YC read



SCOTT LECHNER

tingent from Southern California rounded out the 11-boat NorCal turnout. Race manager (and WylieCat builder) Dave Wahle ran four races on Saturday and three on Sunday, and the sailing was wet and wild, just like the 505 crowd likes it.

"I think this was a closer and more

Flat is fast, and fast is fun — Bruce Edwards drives, while Dave Shelton hangs around.

Sausalito waterfront, the 35 entries were going nowhere but backwards. When we left after 20 minutes, most of the fleet was halfway back to their Sausalito YC



Herd of turtles — The 48th annual 'Running of the Bulls' got off to a painfully slow start, more or less as usual.

'O' and the race committee considered postponing the start. But at the 10-minute warning we were reading 3 knots of breeze, and by the first start we had 7 knots; so all systems go.

Even with light air and a building ebb, no one went over the line early, so by 0905 there were 49 sailors on 50 hulls (what?) heading for the pile of stinky rocks 26+ miles to the west. After two hours, we received our first radio report from Mike Jefferson on his Yamaha 33 *Foxx Fyre*, telling us that the fleet had made it to the halfway point, the Lightship, and was still cruising westward.

As the afternoon progressed, the winds built up to the low 20s with neither sight nor sound of any of our returning mariners. We started to believe that the fleet was rafted up at the Lightship, and someone had smuggled aboard a CPA and they were all getting tax advice.

Then, in a perfectly executed show of timeliness, the Grand Dame of SSS, Shama (hey, Cher and Madonna aren't the only chicks around that don't need no stinkin' last name!), arrived on the race deck. As if on cue, the radio immediately broadcast the voice of Anna Stockel, racing her custom SC 50 *Sundowner*.

She was off Pt. Bonita, on her way in, and warned us that she might be too busy to call again as she approached the finish. Twenty minutes later she was under the Golden Gate Bridge and in full combat with her hulking spinnaker. In short order, Anna got it socked, sheeted in her main, and clawed across the Bay to be the first boat to finish at 1606. Seven minutes later, Fred Cox's F-24 *Preshusss* —

the one and only multihull — crossed the line. Fred gave us a wonderful show — with jib and spinnaker drawing, reaching tightly so as to not overshoot the finish line, he buried his leeward bow and teased us into thinking he would do a swan dive as his finale. For finishing both first and last in his division, the RC greeted him with equal cheers of congratulations and condolences.

The racers continued to roll in with a few down to the wire, nail-biting, bow-to-bow finishes. Two hours after the first finisher we had half the fleet in. After three hours the race committee outnumbered the boats left on the course, and the last boat finished just before 2100, well before our 0600 Sunday cut-off. When the numbers were crunched, white WylieCat 30s and Black Soos dominated the 58-mile race overall, with Steve Wonner and his WylieCat 30 *Uno* emerging, appropriately, as *numero uno*.

On behalf of the other members of the race committee, I'd like to thank all the SSS sailors for sailing a fast and safe race. Oh, and for not keeping us up on the race deck all night!

— *synthia petroka*
sss vice commodore

CLASS I (multihulls) — 1) *Preshusss*, F-24 Mk. II, Fred Cox. (1 boat)

CLASS II (< 130) — 1) *Lanikai*, Catalina 42, Doug McClaffin; 2) *Annalise*, Wylie 34 mod., Paul Altman; 3) *Red Sky*, Olson 34, Brian Boschma; 4) *Razzberries*, Olson 34, Bruce Nesbit. (11 boats)

CLASS III (130-168) — 1) *Uno*, WylieCat 30, Steve Wonner; 2) *Lucky Ducky*, WylieCat 30, Hall

Palmer; 3) *Chesapeake*, Merit 25, Jim Fair. (9 boats)
CLASS IV (>168) — 1) *Chelonia*, Yankee 30, Ed Ruszel; 2) *Sabrina*, Coronado 34, Tom Hoynes; 3) *Emerald*, Yankee 30, Peter Jones. (5 boats)

CLASS V (non-spinnaker) — 1) *Czardas*, Moore 24, Torben Bentsen; 2) *Surf*, Ravage 36, John Hendricks; 3) *Audacious*, Peterson One Ton, Carl Eshelman; 4) *Sloop John B*, Islander 30, Mauro Calvi. (7 boats)

ULDB (DLR < 150) — 1) *Starbuck*, Black Soo, Greg Nelson; 2) *Mirage*, Black Soo, Ben Mewes; 3) *Andiamo*, SC 27, Mike Warren; 4) *Swamp Donkey*, Express 27, Scott Sellers; 5) *Sleeping Dragon*, Hobie 33, Mark Halman. (16 boats)

OVERALL — 1) *Uno*; 2) *Starbuck*; 3) *Mirage*; 4) *Chelonia*; 5) *Lucky Ducky*. (49 boats)

Hospice Nationals

Kentfield merchant marine captain Danny Shea dominated the 2001 National Hospice Regatta Championship, held in loaned J/105s on March 24-25 in moderate conditions off Fort Lauderdale. Sailing Tom Coates' immaculate *Masquerade*, Shea and his talented minions (Seadon Wijzen, Tom 'Isi' Iseler, Mark Chandler, Jim 'Fish' Fisher and Patrick Carroll) strung together a stellar 1,1,2,3,4 record to win the five-race series by a comfortable nine-point margin. "It was actually closer than the scores indicate," claimed 'Diamond Dan'. "It was a very competitive fleet, and we had to work hard to win."

This national 'champion of champions' regatta brought 13 of the winning teams from last year's various 16 Hospice Regattas together, so there were no slouches in the field. Shea qualified by winning the biggest and most competitive class (21 J/



'Masquerade' ball — Danny Shea (second from right) and crew relax after winning the Hospice Cup 'champion of champions' regatta.

105s) at last May's San Francisco Hospice Regatta. Though he has since sold his successful J/105 *Diamante*, his year in the class served him well at the Hos-

THE RACING

pice Nationals — where the majority of the other teams qualified via other designs.

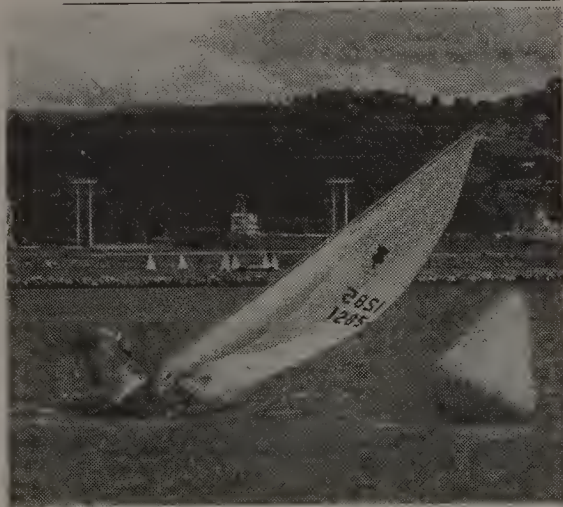
"Lauderdale YC, the sponsors (J/Boats and BoatUS) and the Hospice people all treated us really well — this was a first class event, both on the water and on land," claimed Danny. "It was also the 'last hurrah' for the *Diamante* program, so it was nice to go out a winner."

This year, there are 17 Hospice Regattas around the country, with the San Francisco event fast approaching on May 26-27. For more information, log onto www.kreative.net/hospiceregatta.

1) Danny Shea, San Francisco, 10.5 points; 2) Michael Lague, South Carolina, 19.75; 3) Steve Phillips, Rhode Island, 20.75; 4) Scott Kulp, Havre de Grace, MD, 23; 5) Hank Stuart, Rochester, NY, 25.75; 6) Dave Alexander, Hampton Roads, VA, 26; 7) Steve Gregory, Sandusky, OH, 33; 8) Fred Caison, Annapolis, 44; 9) Peter Doyle, Niagara, NY, 45; 10) Dave Dickerson, Connecticut, 45. (13 boats)

RYC Big Dinghy Regatta

A 'new' regatta, the Big Dinghy Regatta, debuted on April 7-8. Hosted by the Richmond YC, the regatta — formerly the SBRA season opener — was patterned after the club's popular big boat weekend, the Big Daddy Regatta. A total of 72 dinghies sailed in the regatta, despite the relatively steep (by dinghy standards) \$35 entry fee. They sailed two or three races, depending on class, in windy and choppy



conditions on Saturday, and then competed in one of two concurrent pursuit races on Sunday. Saturday night's lively party was a reprisal of RYC's long-extinct Beach Comber's Ball, complete with hula-hoop and hula contests, and other madness.

PROs Nick Barnhill, Ruth Suzuki and Bart Harris each ran race circles on Saturday. Their crash boats were kept in perpetual motion as the breeze reached 25 knots, but only one boat, an International 14, dismasted. The trophies that

day were 35 "mostly live" lobsters, awarded and cooked for dinner by John Dukat. Second place finishers settled for cooked crab, while third placers were presented with mere coconuts. "The junior kitchen may smell like a fishery for some time," observed Gail Yando.

Sunday's pursuit races saw the 'big' boats rip around Red Rock, Southampton and Brooks Island (it was high tide) before screaming up the Potrero Channel to finish at the windswept RYC race platform. Veteran I-14 sailor Ron Boehm set a *de facto* course record of 1 hour, 10 minutes in winning the first edition of this Portsmouth-handicapped pursuit race.

The 'little' boats stayed in the protected water of the Channel, with Sunfish aces Bob Cronin and Roy Jordan finishing 1-2. Among other observations gleaned from these Portsmouth contests was that DeWitt Dinghies really do plane, and they are noticeably faster than El Toros in a breeze.

EL TORO, SR. — 1) Gordie Nash, 5 points; 2) Fred Paxton, 6; 3) Mike Hockin, 12. (7 boats)

EL TORO, JR. — 1) Brooks Reed, 3 points; 2) Brenden Daly, 6; 3) Myles Gutenkurst, 10. (8 boats)

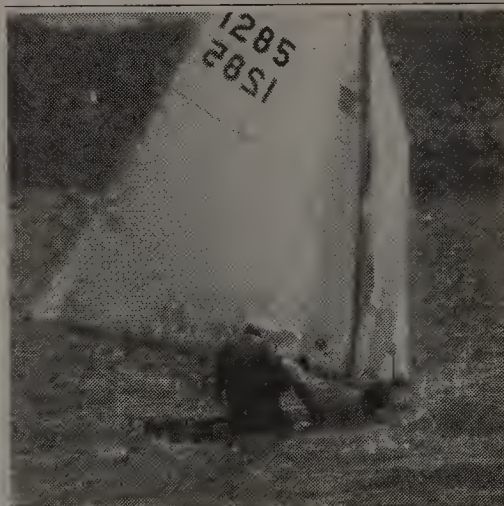
DEWITT DINGHY — 1) Bob Quick, 4 points; 2) Jim DeWitt, 9; 3) Jim Bewley, 10. (6 boats)

LASER — 1) Peter Phelan, 6 points; 2) Tracy Usher, 8; 3) Mark Salih, 10. (9 boats)

BYTE — 1) Gail Yando, 7 points; 2) Trish Moratorio, 13; 3) Gene Harris, 14. (8 boats)

SUNFISH — 1) Bob Cronin, 6 points; 2) Roy Jordan, 10. (4 boats)

I-14 — 1) Ron Boehm, 5 points; 2) James Benninghouse, 8. (5 boats)



Bucket brigade — Ron Smith's Thistle took a lickin', but kept on tickin' in the Big Dinghy Regatta. They went on to tie for first in class!

505 — 1) David Shelton, 4 points; 2) Thad Lieb, 5. (5 boats)

SNIPER — 1) David & Sue O'Dell, 4 points; 2) Michael Mack, 10. (6 boats)

THISTLE — 1) (tie) Kris Vogelsson and Ron Smith, 3 points. (4 boats)

WYLIE WABBIT — 1) Kim Desenberg, 4 points; 2) Colin Moore, 6; 3) Andy Hamilton, 9; 4) Pete & Angie Rowland, 12. (10 boats)

PURSUIT 'A' — 1) Ron Boehm, I-14; 2) Ted Rogers, I-14; 3) Unknown, I-14; 4) Anders Petersson, International Canoe; 5) Del Olsen, International Canoe. (14 boats)

PURSUIT 'B' — 1) Bob Cronin, Sunfish; 2) Roy Jordan, Sunfish; 3) Vince Casalaina, Snipe; 4) Byron Jonk, Sunfish; 5) Jim DeWitt, DeWitt Dinghy; 6) Bob Quick, DeWitt Dinghy; 7) Gene Harris, Byte; 8) Jacob Van Heeckeren, 29er; 9) Gaylin Yee, Byte; 10) Kati Murray, Byte. (26 boats)

Doublehanded Lightship Race

Island YC's 20th Doublehanded Lightship Race, an annual benefit for the local Cerebral Palsy Foundation, attracted 44 boats to the starting line on the sunny day of April 21. The race started slowly, with light and lumpy conditions most of the way to the Lightship. The wind finally filled in at 15-20 knots for the ride home, allowing for marginal surfing. First back, after five hours and 20 seconds on the course, was the Antrim-designed Open 50 *Everest Horizontal* (ex-*Convergence*). It was the last local race for the boat, which is now on a truck to the Great Lakes (see *Sightings*).

Express 27s seemed to be the right boat for the day — in fact, the mini-fleet of four Expresses pushed each other to the top four places in the ULDB class! The overall winner of the race was *Simba*, sailed by Jon Shin and Skip McCormack. Sistership *Abigail Morgan*, sailed by Ron Kell and Dave Crowe, finished just 43 seconds behind *Simba* to claim second overall.

ULDB — 1) *Simba*, Express 27, Jon Shin/Skip McCormack; 2) *Abigail Morgan*, Express 27, Ron Kell/Dave Crowe; 3) *Dianne*, Express 27, Steve Katz/Bob Mayberry; 4) *Shenanigans*, Express 27, Bill Moore/James Robbins; 5) *Starbuck*, Black Soo, Greg Nelson/N. Battedano; 6) *Cookie Jar*, Moore 24, George McKay/Gwen Debarre. (16 boats)

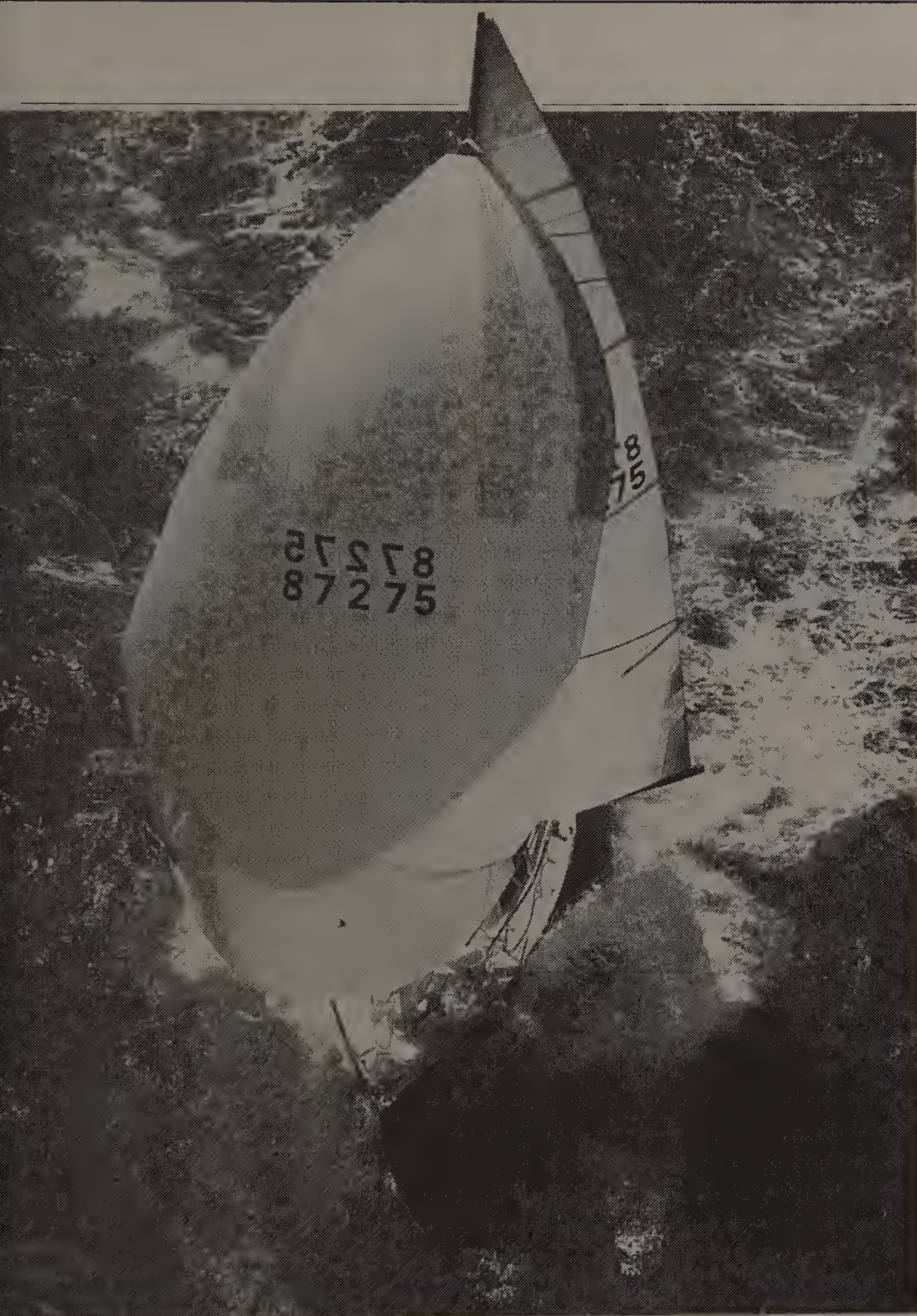
PHRF A (132 and below) — 1) *Punk Dolphin*, Wylie 39, Jonathan Livingston/Susie Grubler; 2) *Alizé*, J/33, David Kuetel/D. Van Houten; 3) *Friday Harbor*, J/35, Ryle Radke/John Yelda; 4) *Anime*, J/29, Ray Slaughter/D. Buescher; 5) *Razzberries*, Olson 34, Bruce Nesbit/S. Houlingsworth. (14 boats)

PHRF B (133-137) — 1) *Silkye*, WylieCat 30, Steve Seal/John Skinner; 2) *Uno*, WylieCat 30, Steve Wonner/David Green. (4 boats)

PHRF C (168-197) — 1) *Chesapeake*, Merit 25, Jim Fair/Charlie Doggett; 2) *Eyrie*, Hawkfarm, Sylvia Seaberg/Synthia Petroka; 3) *Esprit*, Newport 30, Brad Cameron/S. Cameron. (2 boats)

PHRF-D (198 and up) — 1) *Ypso*, Cal 2-27, Tim Stapleton/Gregg Wrisley; 2) *Faster Horses*, Ranger 23, John Rolien/Lee Wood. (3 boats)

OVERALL — 1) *Simba*; 2) *Abigail Morgan*; 3) *Chesapeake*; 4) *Silkye*; 5) *Dianne*. (44 boats)



Lightship Race

The 2001 OYRA season got off to a great start when about 120 boats showed up for the Alameda YC-hosted Lightship Race — one of the better turnouts in recent years. The hyperactive J/105 fleet, which fielded 31 boats, contributed immensely to the bottom line. Five other one design fleets also sailed in the 25-mile ocean race, a pleasant change from their normal round-the-buoys agenda.

"The race was windy, wavy and fun!" claimed OYRA president (and Santana 35 *Dance Away* owner) Doug Storkovich. "It was also really fast — we were done by 1:30 p.m., leaving plenty of time for a quiet lunch at Clipper Cove and a cruise around the Bay."

King of the jungle — The Express 27 'Simba' was the overall winner of this year's Doublehanded Lightship Race.

Getting to the Lightbucket was a bit of a chore, but the fast return ride made the wet trip out worthwhile. The wind on the way home was slightly forward of the beam, delaying spinnaker sets on most boats until about halfway back. "Going in on the south side really paid off," noted Storkovich.

First back was Bob Garvie's N/M 49 *Bullseye*, which completed the lap in just 2 hours, 53 minutes. *Bullseye*, however, fell to ninth after her -27 PHRF rating was applied — while the highest rating boat in PHRO-I, Wolfgang Hocke's 102-rated Carrera 38 *Sting* (ex-*Svendle*) emerged on

top.

Longtime J/105 campaigners Dick Watts and Tom Thayer piloted their *Juxtapose* to victory in the huge J/105 fleet, the largest and most competitive one design fleet ever to venture out into the Gulf of the Farallones. *Juxtapose* crossed the finish line just 11 seconds in front of *Bella Rosa*, which in turn was just 10 seconds ahead of *Advantage 3*. The next wave of 105s was even closer — a mere six seconds separated fourth (*Sails Call*) from sixth (*Irrational Again*). That's good racing!

PHRO-I — 1) *Sting*, Carrera 38, Wolfgang Hocke; 2) *Punk Dolphin*, Wylie 39, Jonathan Livingston; 3) *Alizé*, J/33, David Kuettel; 4) *Mr. Magoo*, J/120, Steve Madeira; 5) *Spindrift V*, Express 37, Larry Wright; 6) *Jarlen*, J/35, Bob Bloom; 7) *Blue Chlp*, Farr 40, Walt Logan; 8) *Astra*, Farr 40, Mary Coleman; 9) *Bullseye*, N/M 49, Bob Garvie; 10) *Surprise*, Schumacher 46, The Chamberlains. (27 boats)

PHRO-II — 1) *Amante*, Catalina 36, Bill Housh; 2) *Allegro*, Herreshoff 33, David Bernstein; 3) *Grenadier*, Contessa 32-1, Paul Osborn; 4) *Shenanigans*, C&C 36-1 DK, Michael Maloney; 5) *Illusion*, Cal 40, Sally Lindsay Honey; 6) *Dance Away*, Santana 35, Doug Storkovich; 7) *Enchanté*, Beneteau 42, David Jacoby/Rob Barton. (21 boats)

MORA-I — 1) *Motorcycle Irene*, Express 27, Jay Lambiotte; 2) *Moonlight*, Express 27, Jim Gibbs; 3) *Takeoff*, Laser 28, Joan & Greg Byrne; 4) *Wile E. Coyote*, Express 27, Dan Pruzan; 5) *Swamp Donkey*, Express 27, Scott Sellers; 6) *True Grits*, Express 27, Jay Montgomery. (19 boats)

MORA-II — 1) *Leviathan*, Moore 24, Giles Combrisso; 2) *Blitzen*, Ranger 23, Joe Boone; 3) *Sorcerer*, C&C Half Ton, Greg Cody. (6 boats)

SHS — 1) *Andiamo*, SC 27, Mike Warren; 2) *Cookie Jar*, Moore 24, George McKay; 3) *Crinan*, C&C 30, Don Blood. (6 boats)

EXPRESS 37 — 1) *Expeditious*, Bartz Schneider. (2 boats)

J/105 — 1) *Juxtapose*, Dick Watts/Tom Thayer; 2) *Bella Rosa*, Dave Tambellini; 3) *Advantage 3*, Pat Benedict; 4) *Sails Call*, Ian Charles; 5) *Jitterbug*, Chuck Eaton; 6) *Irrational Again*, Jaren Leet; 7) *Blackhawk*, Dean Dietrich; 8) *20/20*, Phil Gardner; 9) *Wind Dance*, Jeff Littfin/Steve Pugh; 10) *Hazardous Waste*, Dana Sack. (31 boats)

CATALINA 30 — 1) *Trey Shay*, John Jacobs. (3 boats)

CAL 29 — 1) *Serendipity*, Tom Bruce; 2) *Blue-jacket*, Bill O'Connor. (5 boats)

ANTRIM 27 — 1) *Abracadabra II*, Dennis Surtees; 2) *Kind of Blue*, Steve Saperstein. (5 boats)

OLSON 25 — 1) *Baleineau*, Charles Brochard; 2) *Hamburger Haus*, Jens Jensen. (5 boats)

Box Scores

We don't really have the time or space to cover every regatta in detail, hence the following brief summaries:

COLLEGIATE REGATTA (StFYC: April 7-8):

VARSITY — 1) Stanford 1, 78 points; 2) Cal 1, 117; 3) USC, 125; 4) UCSB, 148; 5) Univ. of Washington 1, 151; 6) UCSC, 154; 7) Stanford 2, 161; 8)

LATITUDE/JR

THE RACING

Cal Maritime, 201; 9) UC Irvine, 202; 10) Cal 2, 211. (21 teams; 22 CFJ races)

Winning team — Ted Conrads/Kara Sweeney, Jeff Condon/Meg Crofoot.

JUNIOR VARSITY — 1) Stanford 4, 46 points; 2) Stanford 5, 68; 3) Stanford 2, 69; 4) Stanford 3, 70; 5) Cal 1, 81; 6) UCSB, 105; 7) Univ. of Washington 1, 118; 8) Cal 2, 132; 9) Stanford 1, 135; 10) Univ. of Washington 2, 144. (14 teams; 16 CFJ races)

Winning team — Jennifer Porter/ Mi Lee, Ashley Frush/Jenais Zarlin.

RESIN REGATTA (SFYC: April 7-8; 4 races)

11:METRE — 1) Jamba Juice, Tom Dinkel, 7 points; 2) Wells Fargo, Bernie O'Driscoll, 14. (5 boats)

ETCHELLS — 1) #946, Craig Healy, 6 points; 2) Alakazam, F.X. Roche, 11; 3) Celebration, Henry Fischer, 14; 4) Ice Cubed, Jeff Mosely/R. Willson, 14; 5) #860, Bob Park, 31; 6) Three Gargoyles, Jeff Holder, 31; 7) Air Tuna, Jim Gregory, 33. (16 boats)

IOD — 1) Hecate, Dennis Jermaine, 5 points; 2) La Paloma, Jim Hennefer, 7. (5 boats)

KNARR — 1) Peerless, Larry Drew, 12 points; 2) Snaps II, Knud Wibroe, 14; 3) Benino, Terry Anderlini, 16; 4) Gossip, Steve Taft, 16; 5) Penelope, Charles Griffith, 24; 6) Hustler, Steve Wegner, 27; 7) Sophla, Mickey Waldear, 29; 8) Perr Gynt, Jim Skaar, 37; 9) Svenkist, Sean Svendsen, 40; 10) Nordlys, Joel Kudler, 44. (21 boats)

CAL 29 — 1) Bluejacket, Bill O'Conner, 12 points. (3 boats; 1 day only)

EXPRESS 27 — 1) El Raton, Ray Lotto, 12 points; 2) Archimedes, Dick Swanson, 14; 3) Mirage, Terry Cobb, 23; 4) Swamp Donkey, Doug Robbins, 28; 5) #107, The Deeds, 33. (12 boats)

FOLKBOAT — 1) Freja, Tom Reed, 5 points; 2) Frihed, Bill Madison, 8. (4 boats)

MELGI — 1) Agent 99, Dimitrios Dimitrelis, 12 points; 2) Glock 9, Tim Duffy/James Glockner, 13; 3) Boom-Boom, Andrew Tuthill, 15. (7 boats)

SANTANA 22 — 1) Soliton, Mark Lowry, 11 points; 2) Carlos, Jan Gygiar, 16; 3) Jack Be Quick, Peter Rasco, 17. (7 boats)

CAL 20 — 1) Recluse, Howard Martin, 4 points. (3 boats)

ANGEL ISLAND CUP (Corinthian YC: Apr. 8):

DIV. I (0-126) — 1) Sceptre, J/130, Bob Musor;



SUZIE LAHEY

DIV. III (181-up) — 1) Pura Vida, Ranger 23-TR, Tom Warren. (2 boats)

DIV. IV (non-spinnaker < 177) — No finishers. (1 boat)

DIV. V — 1) Tension II, Cal 20, John Nooteboom; 2) Racoon, Cal 20, John Dodge/Jim Snow; 3) Roeboat, Catalina 30, Rod Decker. (5 boats)

ALAMEDA INTERCLUB #1 (BAMA: April 14):

FLEET A (< 169) — 1) Mistral, Conquibin 38, Robert Becker; 2) Wind Dragon, Catalina 34, Dave Davis. (5 boats)

FLEET B (169-197) — 1) Spindrifter, Tartan 30, Paul Skabo; 2) Joanna, Irwin 30, Martin Jemo. (4 boats)

FLEET B-1 (>197) — 1) Dulcinea, Killer Whale, Mike Mathiasen. (3 boats)

CATALINA 34 — 1) Mottley, Chris Owne; 2) Casino, Bill Eddy; 3) Bear Territory, Dave Smith. (7 boats)

NON-SPINNAKER — 1) Knotty Sweetie, C&C 32, G. Johnson; 2) Poppy, Hunter 290, Andeas Neyer. (5 boats)

F-27 — 1) Already There, James Brown; 2) Pegasus, Andrew Pitcairn. (4 boats)

MULTIHULL — 1) Donnybrook, F-28R, John Brady; 2) Joint Venture, F-24 Mk. I, Randy Devol;

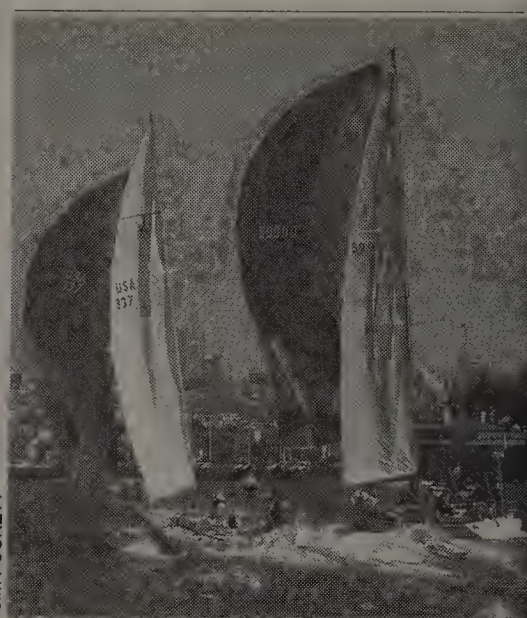
3) All That Jazz, F-31, Paul Hayward. (6 boats)

COLLEGIATE RANKINGS (as of 4/17):

COED — 1) Georgetown; 2) Harvard; 3) St. Mary's; 4) Tufts; 5) Old Dominion; 6) Dartmouth; 7) Boston College; 8) Charleston; 9) Navy; 10) Hawaii; 11) Kings Point; 12) Hobart/Wm. Smith; 13) Stanford; 14) Queen's; 15) USC; 16) Conn College; 17) UC Santa Barbara;

18) Texas; 19) Univ. of Washington; 20) UC Berkeley.

WOMEN — 1) Boston Univ.; 2) Tufts; 3) St. Mary's; 4) Brown; 5) Connecticut College; 6) Dartmouth; 7) Hawaii; 8) Old Dominion; 9) Boston College; 10) Georgetown; 11) Hobart/Wm. Smith; 12) Stanford; 13) Rhode Island; 14) Harvard; 15) Bowdoin.



JIM PUCKETT

OYRA Lightship finishes — The SC 50 'Emily Carr' (left); the new J/105 'Larrikin' (#337) and the Baltic 42 'Setanta' in a photo finish; and the J/120 'Mr. Magoo' (right) rips a big one.

SPRING ONE DESIGN #1 (SCYC: Apr. 21):

SC 27 — 1) Jersey Miller, Greg Miller, 5 points; 2) Hanalei Express, Rob Schuyler, 6; 3) DynaFlow, Dini Brothers, 11. (9 boats)

MOORE 24 — 1) Ngellew Fejj, Shana Rosenfeld, 4 points; 2) Free Fall, Fred Cox, 6. 5 (5 boats)

SANTANA 22 — 1) Tara, Orion Pritchard, 2 points; 2) Gypsy, Bridget Binko, 5; 3) Insanity Cruz, Mark Langer, 5. (6 boats)

SPRING SCORE/DDH #1 (SCYC: Apr. 22):

PHRF-A — 1) Absolute 88, Wylie 37, Keith MacBeth. (2 boats)

PHRF-B — 1) Go Dogs Go, Melges 24, Peter Dalton; 2) Animal House, Olson 30, Matt Lezin; 3) Bullet, Olson 30, Mike Gross. (8 boats)

PHRF-C — 1) Slingshot, SC 27, Frank Lacombe. (2 boats)

DOUBLEHANDED — 1) Nobody's Girl, Moore 24, Syd Moore; 2) Bassomatic, SC 27, Mark Shipper. (5 boats)

STONE CUP (StFYC: Apr. 21-22; 4 races):

PHRF — 1) Mr. Magoo, J/120, Steve Madeira, 5 points; 2) Shadow, Farr 40, Peter Stoneberg, 9; 3) Dayenu, J/120, Dennis Jermaine/Doug Slakey, 16; 4) Scorpio, Wylie 42, John Siegel, 21; 5) Petard, Farr 36, Keith Buck, 22; 6) Bullseye, N/M 49, Bob Garvie, 28; 7) Family Hour, Olson 30, Bilafer Family, 30; 8) Arbitrage, J/105, Bruce Stone, 33; 9) Run Wild, Olson 30, Dale Irving, 33; 10) Sundog, Bianca 41, Bill Wright, 34. (15 boats)

EXPRESS 37 — 1) Eclipse, Mark Dowdy, 6 points; 2) Elan, Bill Riess, 8; 3) Expeditious, Bartz Schneider, 10; 4) Melange, Jim Reed, 19. (6 boats)

NATIONAL SKI/SAIL (Lake Tahoe: April 20-22):

LASER — 1) Steve Fleckenstein (1st in skiing; 2nd in sailing), 3 points; 2) Nick Pullen (5,1), 6; 3) Stan Ericksson (3,3), 6. (5 boats)

VANGUARD 15 — 1) Scott Sellers/George Peet (1st in skiing; 3rd in sailing), 4 points; 2) Shawn & Debbie Bennett (9,1), 10; 3) Nick Adamson/Cheryl Fleckenstein (8,2), 10; 4) Bob Tennant/Chris Hutchenson (5,6), 11; 5) Shane Wells/Hannah Swett (4,7), 11; 6) Matt Gregory/Avery Patton (6,5), 11; 7) Mathew Session/Graham Degan (2, 11), 13. (15 boats)



LATITUDE/ROB

Craig Healy (left), Dave Gruver and Keith Stahnke won the Etchells class at the Resin Regatta. They'll sail Farr 40s the rest of the summer.

2) Mischief, Soverel 33, Jeff McCord/Leslie Norris. (4 boats)

DIV. II (127-180) — 1) Asolare, Catalina 310, Peter Truce; 2) Zoom, Ericson 35-2, Michael McCarthy. (3 boats)



SUZIE LAHEY

AHMANSON/DICKSON (NHYC: Apr. 21-22: 5 races):

PHRF-A — 1) **Stars & Stripes** (ex-Morning Glory), R/P 50, Dennis Connor, 7 points; 2) **Wasabi**, Farr ILC 46, Dale Williams/Jeff Madrigali, 11; 3) **Debauchery**, 1D-48, Doug Mongeon, 16. (7 boats)

PHRF-B — 1) **Cita**, Schock 40, Cita Litt, 5 points; 2) **Yassou**, Schock 40, Jim Demetriades, 14; 3) **Jeantex**, unknown, Anthony Barrans, 17. (7 boats)

PHRF-C — 1) **James Earl**, DenCho 33, D. Frye, 6 points; 2) **Chimera**, unknown, T. O'Connor, 9. (4 boats)

FARR 40 — 1) **Endurance**, Mike Condon/Craig Healy, 10 points; 2) **Quintessence**, Don Hughes/Morgan Larson, 10; 3) **Revolution**, Brack Duker/Peter Isler, 11. (6 boats)

1D-35 — 1) **Kaizen**, Steve Howe, 4 points; 2) **Wild Thing**, Kara Zylstra, 9. (4 boats)

SCHOCK 35 — 1) **Wings**, Dennis & Sharon Case, 5 points; 2) **Strategem**, Hinrichs/Downey, 18; 3) **Mischief**, Carolyn Hardy, 22; 4) **Outlier**, Dick Schmidt, 26; 5) **Piranha**, David Voss, 29. (16 boats)

J/105 — 1) **Ancara**, William Fields, 11 points; 2) **Legacy**, Mr. Dougherty, 13; 3) **Despicable**, Bill Johnson, 17. (6 boats)

OLSON 30 — 1) **Scoundrel**, Aaron Feves, 8 points; 2) **Gettin' Air**, Tom Manok, 9. (5 boats)

SANTANA 30/30 — 1) **Ghost**, Tom Payne, 7 points; 2) **Joann**, Steve Murphy, 12; 3) **Snafu**, Mike Kirk, 20. (7 boats)

MELGES 24 — 1) **Rock n' Roll**, Argyle Campbell, 9 points; 2) **Not the Family Bulck**, Mike Stone/Charlie Ogletree, 10; 3) **Monsoon**, Bruce Ayres, 12. (7 boats)

SPRING FORWARD (South Beach YC: Apr. 7):

DIV. I — 1) **Astra**, Farr 40, Coleman; 2) **Legendary**, Jeanneau 41, Edwards. (5 boats)

DIV. II — 1) **Takeoff**, Laser 28, Bryne; 2) **Bluefin**, Santana 35, Sloane; 3) **Tortuga**, Santana 30/30, Hutchinson. (9 boats)

DIV. III — 1) **Abra**, Jeanneau 32; 2) **Triumph**, WylieCat 30, Cartwright. (6 boats)

DIV. IV — 1) **Grenadler**, Contessa 32, Osborn; 2) **Second Wind**, Ranger 26, Conlon; 3) **Goose**, Catalina 30, Kastrop. (9 boats)

HIGH SCHOOL PCCs (Coronado YC: Apr. 21-22):

GOLD FLEET — 1) Univ. of San Diego, 95 points; 2) Coronado, 125; 3) Pt. Loma, 144; 4) Bishops, 151; 5) Newport Harbor, 181; 6) Santa Barbara, 206; 7) Soquel, 225; 8) Corona Del Mar, 227; 9) Long Beach (Wilson), 233; 10) **Redwood**, 250. (20 teams; 24 races)

Winning team — Bryan Lake/Cassie Harris; Tanner Marsh/Zac Brown.

SILVER FLEET — 1) Newport Harbor, 51 points; 2) Mater Dei #1, 77; 3) Stevenson, 82; 4) Coronado, 113; 5) **Tamalpais**, 120. (13 teams; 20 races)

SBRA Race #1 (Coyote Point YC: April 14):

DIV. A (big spinnaker) — 1) **Sundancer**, Hunter 34, Bob Carlen. (2 boats)

DIV. B (big non-spinnaker) — 1) **Jet Lag**, Catalina 34, Roger Roe; 2) **Mist**, Beneteau First 38, Robert Hu. (5 boats)

DIV. C (little spinnaker) — 1) **Summertime**, International Folkboat, Luther Izmirian; 2) **Splrit**, Cal 20, Vince Swerkes. (5 boats)

DIV. D (little non-spinnaker) — 1) **Motu**, Tanzer 22, Mike Satterlund; 2) **Crystal Maru**, Catalina 28, Dan Borders. (4 boats)

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THE RACING

Race Notes

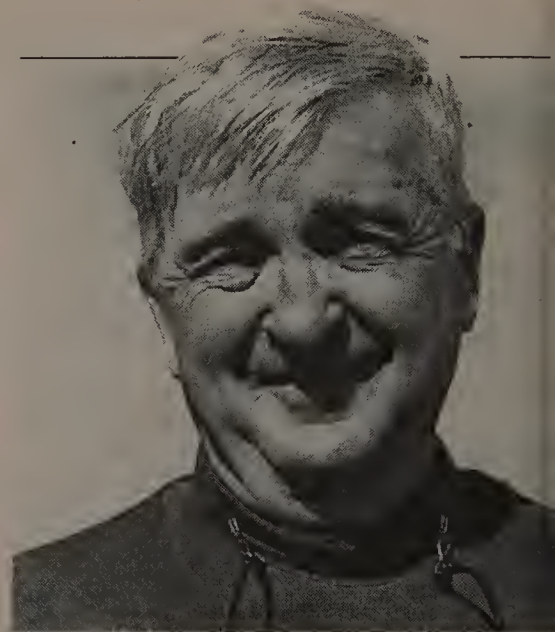
Path of progress: StFYC has announced that the upcoming Big Boat Series (Sept. 13-16) will exclusively use the new and improved **Americap II** rating system for scoring purposes — *no more PHRF!* Last year, 28 boats of the record 112-boat fleet sailed (and bickered) in three PHRF classes. The change to Americap II will be messy, and probably further reduce the already-shrinking handicap fleet (most of the 'C' class won't pony up the \$1,000 it costs for a custom rating, at least not until/if the new system catches on). But sometimes you "have to be cruel to be kind", and this change is necessary and should ultimately improve the sport.

Several other SoCal clubs picked up the Americap II bandwagon in the wake of StFYC's decision. The Yachting Cup (SDYC), Cal Race Week (Cal YC) and North Sails Race Week will all score their big boats two ways — Americap II and PHRF. To support the switch to the Americap II — which is simpler and less expensive than IMS — SCORA and US Sailing have just created a new series called the **California Ocean Racing Conference**

(CORT). It will consist of the three above-mentioned SoCal series plus the BBS, and it will be scored entirely under Americap II. Let the games begin!

Winds of change: The **2002-03 Around Alone Race** called a press conference in London last week (while the magazine was at the printer) to unveil "major strategic changes that will ensure the future of the event." Formerly the BOC Challenge, this grueling 27,000-mile solo race presumably will still involve four legs with stopovers in Cape Town, Auckland and Punta del Este. Rumors were flying about a new owner/sponsor for the race, as well as replacing Charleston, SC, as the starting and ending site. Tune in next month to see what the hubbub was all about.

Sale boats of the month: Local Melges 24 fleet captain Jessica Lord just sold **Twist & Shout** (#351) to Paul Teveliet of Portland, OR. "It's time to take a break," said Lord, who still plans to race OPB. Tim Duffy will take over as S.F. Bay fleet captain. . . Speaking of Melgi, new convert



Resin Regatta heroes — Larry Drew ('Peerless') topped the tough 21-boat Knarr class.

Philippe Kahn now owns four: two in Hawaii and two here. Kahn, the busiest owner in sailing, is throwing himself into the Melges class with gusto — even flying top talent like Dave Ullman, Buddy Melges and Mark Reynolds over to Hawaii for private Melges 24 clinics. Now that he's not going to the Admiral's Cup, Kahn is

Be There in Time for Gollison North Sails Race Week

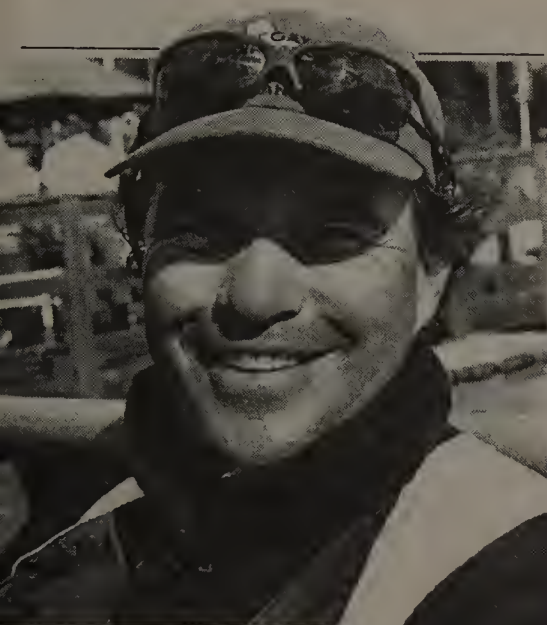
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Tom Dinkel ('Jamba Julce') won the 11:Metres — and seems to own most of them, too!



Ray Lotto ('El Raton') took the Express 27 class, and has jumped out to an early season lead.

LATITUDE/ROB

Encinal YC's **Coastal Cup**, the June 9 sprint from San Francisco to Ventura, hasn't received even one paid entry yet. However, we're told **five Express 37s** are going, as well as five Express 27s and assorted bigger boats. "We're wondering what's going on, but we're not panicked yet," said EYC official Mike Rettie. Check out www.encinal.org for more info. . . Encinal YC also postponed their **Commodore's Challenge** (the PHRF regatta for current commodores) last month, but no future date has been announced.

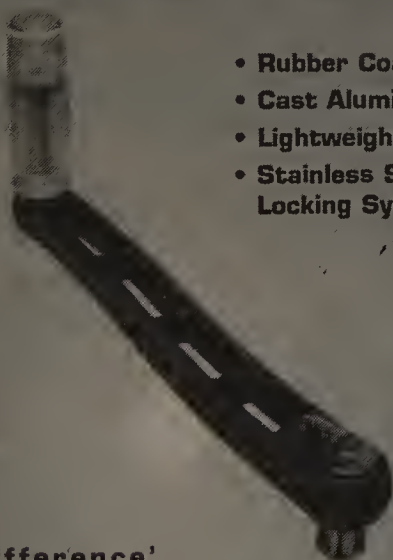
New toys: Menlo Park computer engineer Eric Sultan recently donated his trusty Wilderness 30 **Special Edition** to the I.M.S. (Institute of Marine Studies) in San Diego. He now owns the SC 40 **Osprey**, which sports an upgraded keel and rudder. "I like downwind runs," claimed Sultan, "and I think the new boat will be pretty good for that purpose once I learn how to sail her." *Osprey* is due to emerge from the Berkeley Marine Center soon, hopefully in time to debut at the Memorial Day Weekend evening race to Monterey. "Back in 1983, when that was a MORA race, we sailed *Special Edition* to Monterey in 8 hours, 35 minutes — a

focusing on the Melges 24 Worlds in Florida this fall, as well as the upcoming TransPac on his new R/P 75. . . On that subject, the 'old' **Pegasus** (ex-Cheval), a turbo Andrews 70+, has been sold to New Orleans sailor Stephen Murray, who stepped up from the SC 52 *Decision*.

Coming attractions: The third edition

of the **Cadillac Van Isle 360 International Race** has so far attracted 22 entries, including the SC 52 *Marda Gras*, which has been tied to the dock in Sausalito for ages. To learn more about this scenic circumnavigation of Vancouver Island, which will be held June 9-24, check out www.vanisle360.nisa.com. . .

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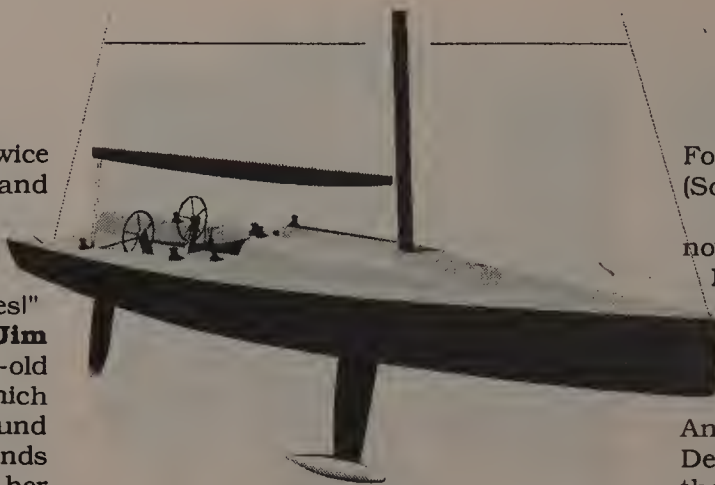


THE RACING SHEET

record which has only been broken twice since, by the turbosleds *Pegasus* and *Zephyrus IV*. We were the only ones to carry a chute the whole way, but we were younger and crazier back then. Ed sure gave us some great rides!"

More new toys: SFYC member **Jim Coggan** recently bought the 10-year-old custom Schumacher 41 *Cepheus*, which he has renamed *Auspice*. Coggan found the boat on the Great Lakes, and intends to sail back there a bit before bringing her to the Bay. . . Veteran racers and cruisers **Dennis and Susanne Robbins** are back in the game, this time with a 1997 X-412 named *X-D*. . . San Francisco YC recently took delivery of six new Melges-built 'Splashes' to replace their aging Laser fleet. Earlier this year, Encinal YC picked up seven of the cool new 12-footers. Like the Melges 24, you can only buy the Splash direct from the factory — check out www.melges.com for more.

Best in the Valley: Folsom Lake YC, as defender of the **Lipton Challenge Trophy**, held the title of "Best Yacht Club in the Central Valley" for 18 years — 15 of which there was no challenge. That all changed



Bad to the bone — The new Andrews-designed TransPac 52, being delivered soon to SoCal owners Mike Campbell and Dave Janes.

on March 24 when the up-and-coming Lake Yosemite Sailing Association of Merced wrestled the so-called Valley Lipton Cup away from the clutches of FLYC. *Angel Fire*, a Venture 21 skippered by **Dave Mosher** with crew Bill Goodfoos, took all three breezy races on Folsom Lake to dominate the six-boat Portsmouth-handicapped event. The other clubs finished as follows: Gold Country YC (Capri 22), Lake Washington SC (Snipe),

Folsom Lake YC (J/22), Whiskeytown YC (Sonar) and Butte SC (Laser).

Countdown to the TransPac: There are now 30 boats entered in the **41st TransPac Race**, scheduled to start between June 25 (cruisers), June 30 (under 50 feet) and July 1 (over 50 feet). Recent entries include a pair of hot new TransPac 52s (Dave Janes' Andrews-designed *J-Bird II* and Jim Demetriades' Nelson-designed *Yassou*), the familiar yellow R/P 68 *Taxi Dancer* (under long-term charter to Brian Mock of Corona del Mar) and *Shanakee II*, Jim Warmington's Pedrick 75, which will race in the 'Aloha' (cruising) class. A pair of new turbosleds have yet to enter — *Pegasus* and *Chance* — and as many as a dozen more boats are still expected to sign up. Surf to www.transpacific.org for all the details.

Talent show: Long Beach YC's **37th Congressional Cup** was held in Catalina 37s on April 25-29, just after we went to press. Bertrand Pacé (*Team New Zealand*) and Rod Davis (*Prada*) were the pre-regatta favorites — check out www.lb-yc.org to see who won.

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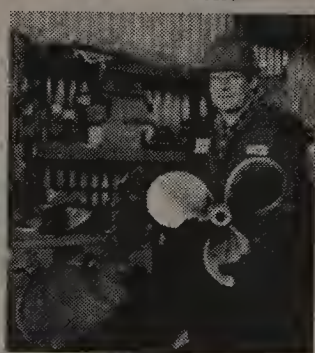


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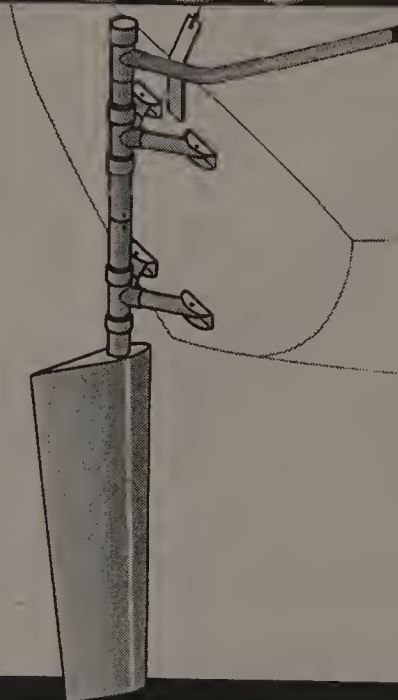


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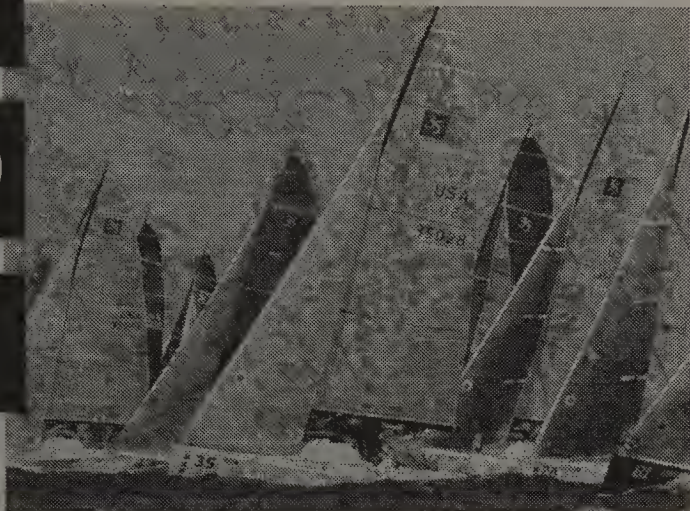
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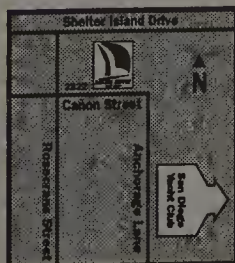
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With reports this month on **Charter Trips Booked by the Berth** and an avid charterer's **Comparison of Greece, Tonga and Thailand**.

Who Ya Gonna Call?

Booking by the Cabin or Berth

Yeah, we know, everybody's yammering about their summer sailing plans and you don't have any. Why? Because no one that you'd like to take a sailing trip with can get away at the same time you can.

Hey, it's a very common problem in this overextended society of ours. It seems like whatever dates you pick, someone always has a conflict with them — either your kids, your spouse or your sailing buddies. That being the case, you have two choices: either stay home and be miserable, or find yourself a scheduled sailing trip that you can book by the cabin or berth.

Where do you begin your search? Well, the pages of this magazine will alert you to some splendid possibilities, and we've got a few other ideas up our sleeve as well.

First, as you'll learn by perusing the ads and websites of major bareboat companies, "cabin charters" — where you book only a cabin, rather than the whole boat — are offered in popular destinations such as the BVI, Antigua, Greece and Turkey. With scheduled departures during prime sailing seasons, the emphasis of some such trips is on luxurious accommodations, "gourmet" cuisine and the full service of a captain and hostess, and they

We rarely write about luxury passenger ships, but the Star Clippers are exquisitely-crafted vessels that actually sail as often as possible.



COURTESY STAR CLIPPERS

are priced accordingly.

Other scheduled programs are designed so individuals or couples can get an introduction to bareboat chartering,

including some hands-on instruction. Such trips help neophytes build the confidence needed to skipper the next trip by themselves. In this realm, check with The Moorings (800) 535-7289, Sunsail (800) 327-2276 and Stardust Yacht Charters (800) 772-3500 for upcoming dates.

Local sailing schools — typically called sailing clubs — are another great source for by-the-berth sailing trips. As added value for club members, many schools set up exotic charter trips several times a year. Generally, three to six boats are chartered and run as a flotilla, with berths or cabins — at least the group leader's boat — bookable by individuals.

Many Bay Area sailors don't realize that you don't necessarily have to be a member of most schools (clubs) to sign up for their trips. For example, Lois Keating at Cass Marina runs several trips, open to all. At the end of this month she'll lead a group to Croatia, and a trip to Greece is planned for the fall. Call (415)

Sunsail uses Bahia 46 cats like the one pictured below on their luxury "By-The-Cabin" charters. Fine cuisine and crew services are included.



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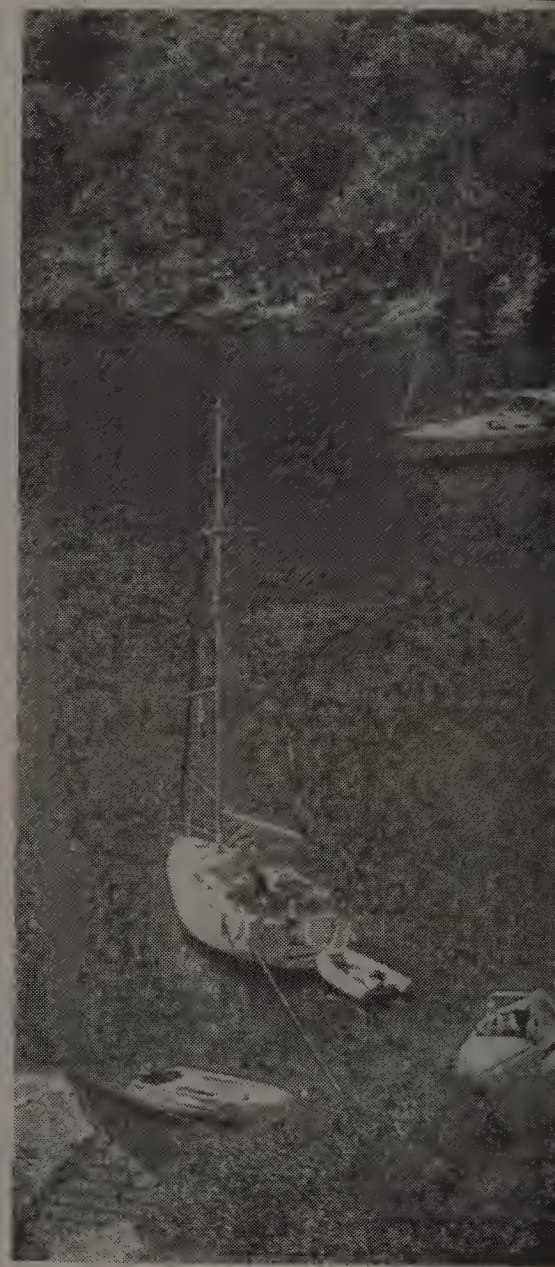
We often say Bob Diamond has one of the greatest jobs in the sailing industry as he leads four or five bareboat charter trips every year for Spinnaker Sailing of Redwood City. They'll go to Tahiti in September and the BVI next winter. Call (650) 363-1390.

John Connolly of Sausalito's Modern Sailing Academy also organizes a great number of overseas trips every year. With Modern, however, there's more emphasis on sail training. Generally, one boat at a

time is utilized, and participants work toward earning advanced ASA Sailing Certifications. Upcoming trips will take place in Alaska, Canada, Greece, Corsica, and along the California coast from S.F. south to the Channel Islands. Call (800) 995-1668 or (415) 331-8250.

Pacific Yachting and Sailing of Santa Cruz also offers overseas trips, (831) 423-SAIL (7245), as does Club Nautique, whose in-house travel coordinator can arrange discounted air fares to many locations. Call (800) 343-SAIL, ext. 22.

Yet another by-the-berth option is booking directly with charter companies that schedule non-instructional, just-for-fun flotillas of similar-sized vessels. This concept is huge in Greece and Turkey, especially with European clientele. While many flotilla boats may be booked by groups or families, there is often a lead boat where individual berths are available (as with the instructional trips mentioned





COURTESY SUNSAIL

The 'Turquoise Coast' of Turkey is steadily gaining popularity for both flotillas and single-boat chartering.

earlier). In addition to Sunsail, Stardust and The Moorings, check with Med specialists Albatross Yacht Charters (800) 377-8877 and GPSC (800) 732-6786.

Special event charters are a variation on the theme. Two that we find particularly enticing are the Tahiti Cup and the HIHO Caribbean Passage. The former is a 10-day regatta/cruise (June 1-10) among Tahiti's Leeward Islands — Raiatea, Tahaa, Huahine and Bora Bora. With a laidback pace apropos the destination, the day after each interisland race there's a 'lay day' for relaxation and celebration. After a successful inaugural event last year, organizers at Stardust Yacht Charters expect 120 participants from around the world to attend. Call (800) 722-3500 or see www.syc.com.)

You may recall our feature article about

the first HIHO Caribbean Passage (August 2000 issue). Conceived and organized by the folks who run the world-famous HIHO boardsailing event in the British Virgins, this year's Passage takes place June 19 - 30. With participants accommodated aboard Dufour 47 catamarans (from VPM Yacht Charters), the event is a multicultural, six-island romp from the sexy French island of Guadeloupe to the nearby Saintes, then north to British Nevis, French St. Barts, Dutch/French St. Maarten and an overnight passage across the Anegada Passage to the turquoise waters of the BVI. With all meals provided in fine restaurants ashore and plenty of free time for exploring, it's a winning concept that no one has tried before. In fact, we'll prob-

ably tag along again ourselves. Check out the website at: www.hiho-bvi.com or call (284) 494-0337.

A variety of other by-the-berth options can be found, from traditional 'windjammer' trips in Maine, to interisland sailing aboard the luxurious square-rigged Star Clippers, which offer all the amenities of the most luxurious cruise ships, yet have fine lines reminiscent of the Age of Sail. They carry great clouds of canvas and sail as often as possible. Call (800) 442-0551.

At the other end of the spectrum, are trips aboard owner-operated boats which cater to individuals. Generally, you'll want to be cautious in this realm unless you have a personal recommendation or are offered the boat by a reputable charter broker. One such option crossed the ol' charter desk this month. Remember the article a few years back about one of the first cruising yachts to explore Vietnam? That was the Beneteau 50 *Jennifer*, owned and operated by a likeable Swede named Lars Hassler. He's now completed his circumnavigation and is chartering in Europe. Lar has planned an epic trip (available to individuals) beginning at Stockholm (June 11), through the canals of Europe and into the Med. Book legs through Ocean Voyages of Sausalito, (415) 332-4681.

A Year Chock Full of Chartering; Greece, Tonga & Thailand

To make up for the fact that we only took one bareboat charter in 1999, we un-

'Downeast', in the prime cruising grounds of Maine, you can book by the berth on a fine old schooner like the 94-ft 'Heritage'.



NORTH END SHIPYARD SCHOONERS

dertook three in 2000: Greece, Tonga and Thailand. Looking back, it's interesting to compare the pros and cons of each.

Availability of sailing partners deter-

mined both the times and locations. The crew for Greece were friends from LA and Paris who were available in July and were interested in sailing the eastern Mediterranean after having chartered in the BVI, Grenadines and Corsica. We went to Tonga with friends, recently from London and now living in Virginia, who were available right after Thanksgiving and were interested in somewhere between sailing in the Bahamas — where the boat speed in knots never exceeded the depth in feet — and Tahiti where we ran into a tropical depression. The Thailand trip over Christmas was with friends from Seattle. Ron, who was part of the eclipse trip to Antigua we wrote about previously in *Latitude 38*, had visited Thailand on land 10 years ago and was interested in returning by boat.

In both Greece and Tonga we chartered with The Moorings. In Thailand we ended up with Thai Marine Leisure after Sunsail forgot and chartered the boat they promised us to someone else. Oops!

The charter bases were as diverse as the locations. At The Moorings' base in Kos, north of Rhodes in the Dodecanese Islands, the staff's philosophy was to provide as little service as possible, apparently in an effort to stay on par with other local companies. Boats aren't ready until 5:00 p.m. (although we managed to escape around 4:00 in our Jeanneau 42.2), and on return, charterers wait around for

At street stalls in Greece they may not have the selection of supermarkets back home, but shopping is a lot more fun.



someone to check the keel and refuel the boat, thereby getting shorted almost a full day of sailing. The harbor is about a half hour from the airport and, unlike other Moorings bases, they don't provide transfers.

ALL PHOTOS THIS PAGE: DIANE & TOM FARR



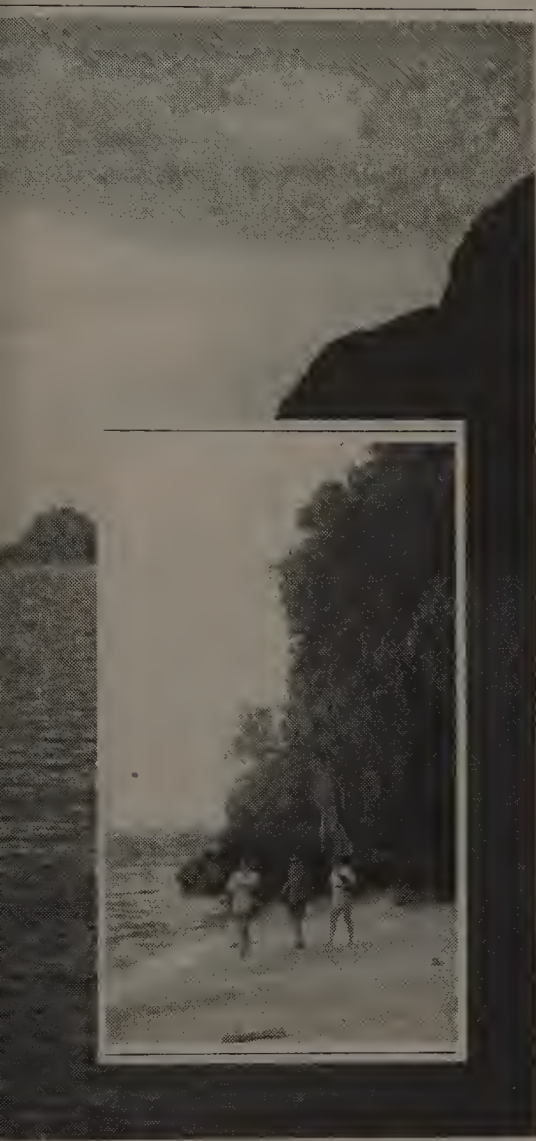
The Moorings in Tonga was the opposite end of the spectrum. Base managers Alain and Kristin Leclides have the attitude that you are on vacation and they do everything possible to make your charter enjoyable (Check out their website at: <http://tongasail.to/moorings.htm>). When we had a problem with the gearshift, a chase boat was dispatched immediately. Other charterers requested ice, rum, sea kayaks, more toilet paper. . . all of which were graciously delivered. Another plus is that you can charge drinks and meals around the islands to The Moorings and settle up with them when you return.

The Leclides provide a list of restaurants that will open on request if you make a reservation. We had arranged for

Spread: Like sailing through a scene in 'Man with the Golden Gun' Thailand is magnificent. Inset: Tonga offers serenity and easy sailing.

full provisioning, since we had read there were very few places to eat. The food was great and the portions were plentiful (apparently the caterer assumed everyone ate the way she liked to!) In retrospect, we should have tried more of the local places, both to enjoy more of the culture and to limit the operating time of the noisy refrigerator on our Moorings 383.

Thai Marine Leisure is certainly no Moorings, but our Hunter 376, while full of junk, was serviceable and was — thankfully — free of mechanical problems. In Thailand the provisions had very little resemblance to what we requested and the charter base was more than a half hour from the nearest store. Even though loads of charcoal were put on board, the promised barbecue was nowhere to be found, and we ended up waiting for one to be made for us. Luckily the base is on the NE side of Phuket, and we had time to motor to Koh Phanak, which proved to be a perfect first-night anchorage.



Each charter was very different in terms of culture, too. In Greece we had expected to find the quaint *tavernas* and colorful villages we had all enjoyed on previous trips to the Cyclades. However, our favorite anchorage turned out to be an uninhabited bay off of Arkangelos Island. There were a couple nice tavernas on Maranthi Island (next to Arki), but the history of the area is the real high point. The Monastery and surrounding village on Patmos doesn't seem to have changed since it was built in the 11th century on the site where St. John the Divine wrote the Book of Revelations. While snorkeling at Lipsi Lera, on the south end of Lipsos one could easily imagine Odysseus sailing away after gaining his freedom from Calypso.

In Tonga, after a 6 1/2 hour flight from Honolulu to Tongatapu and 3 more hours before we got to Vava'u, we really felt we were approaching the end of the world. Even though we ended up only a stone's throw from Fiji and 2 1/2 hours from New Zealand, Tonga was refreshingly untouristy and uncrowded. The sailing

season was winding down and we never shared an anchorage with more than four other boats. Even better were the completely deserted and incredibly beautiful beaches — although there were rumors that an Aussie version of *Survivor* was being filmed on one of the islands.

Both the Moorings and Sunsail bases were expecting a busy New Years, however, since the King had instituted daylight savings time for the second year in a row, so that Tonga would be the first to welcome both Millennium 2000 and 2001.

The King also owns all the land in Tonga and has outlawed all activity on Sundays, including air travel. This is expected to change soon, though, if Tonga decides to open its doors to tourism in a major way.

Thailand was absolutely spectacular. The limestone needles (as seen in the Bond film *Man with the Golden Gun*) and *hongs* (caves) provided endless opportunities for exploration. Taking on water at the floating dock at Ton Sai Bay on Phi Phi Don was also memorable. Both Phi Phi Don and its neighboring island Phi Phi Le (a location seen in *The Beach*) were incredibly busy.

In general, most of the sailing grounds are within a couple hours by power boat from Phuket, and the daytime traffic of sightseers and divers was amazing. A favorite mode of transportation is via noisy "long-tails," thin, wooden boats powered by anything from a small lawn mower engine to a V-8 attached to 15-foot propel-

opened the restaurant just for us and a Sunsail charter.

In terms of sailing — finally — we had the best wind in Thailand. The NE monsoon was late setting up and we had rain squalls from the west for the first couple of days. By the end of the trip, however, we were consistently getting 15 knots of wind which resulted in some great sailing. The rain also stirred up the water which decreased visibility and mobilized jellyfish, but once the rain stopped and we got further south, away from the rivers that drain from the mainland, we also found some good snorkeling. Hinklang Reef, between Koh Mai Phai (Bamboo Island) and Phi Phi Don was fantastic, although Ron felt it didn't compare to what he remembered from 10 years earlier.

The snorkeling was also good on the north shore of Koh Racha Yai, about 20 miles south of Phuket, as was the sailing to get there.

We really only had two great sailing days in Greece, both leaving from and arriving back at Kos, but we did get to experience a *meltemi*. The winds weren't too bad, just gusty up to about 45 knots. Apparently, earlier in the month, some charterers didn't even leave the harbor during a particularly strong *meltemi*. Snorkeling, while chilly, provided the best means to escape the wind and have some peace and quiet.

When you walk the ancient hills of Greece, you sometimes get the feeling that you're stepping back through time.



ler shafts. With the exception of Ton Sai Bay things quieted down considerably at night. On Christmas night we anchored off a day resort on Ko Ran Yai where they

We had very little wind in Tonga, but in general the islands are so close together that motoring wasn't a problem. Although we were too late for the humpback whale migration, during one fantastic sail NW of Vava'u Island, we were joined by a pod

WORLD OF CHARTERING

of dolphins. We also had some rainy weather there, but unlike in Thailand, it didn't get in the way of great snorkeling.

The coral in Tonga is thriving and they didn't experience the massive coral bleaching event of 1997-98 that impacted so many other places around the world. The Japanese Garden near Mala Island was particularly beautiful.

All in all, 2000 proved to be a great

year for sailing, and we were fortunate to be able to synchronize schedules between lots of busy people (and their babysitters). Plus, the advantage of back-to-back charters is that you are less likely to forget things when you keep your duffle bags

packed. The downside? There isn't one!
— diane evans & tom farr
santa barbara

Diane and Tom — Although you've undoubtedly made a lot of our readers jealous, we greatly appreciate all the useful first-hand info. Can't wait to hear where you're off to next.

— Ed.



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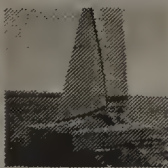
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1992 - \$195,000
1992 - \$269,000
1993 - \$199,000
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& Caribbean

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charter equip.
1996 - \$225,500
1997 - \$275,000

Lagoon 380



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charter equip.
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2000 - \$285,000

Privilege 42



4 to choose,
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1999 - \$339,000
1996 - \$348,000
1999 - \$355,000

Privilege 45



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5 cab/ 4 head
Ft. Lauderdale
1994 - \$250,000
Caribbean
1994 - \$299,000
1995 - \$325,000

Lagoon 470



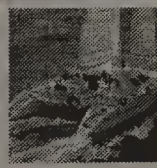
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Lying in Florida
w/charter Bus
1999 - \$625,000
Lying overseas,
1999 - \$575,000

Privilege 51



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Charter potential.
1995 - \$499,000
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Many extras.
1998 - \$625,000

Lagoon 67



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well equipped
Lying overseas
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1997	PDQ 36	\$190,000
1997	Paul 37	\$129,000
1996	FP Athena 36	\$180,000
1996	Manta 40	\$275,000
1998	Lagoon 410	2 to choose starting @ \$240,000
2000	Transcat 42 (Power Cat Demo)	\$455,000
1993	FP Venezia 42	\$244,000
1995	Zephyr Wing Sail 42	\$350,000
2000	Lagoon 45 (Power Cat Demo)	\$275,000
1993	Catana 44	\$265,000
1995	Kronos 45	2 to choose starting @ \$245,000



1999	FP Bahia 46	\$399,000
1990	Freydis 46	\$220,000
1998	Privilege 48.5	\$440,000
1998	Transcat 48 (Power Cat Demo)	\$550,000
1996	Custom 49	\$195,000
1991	Lagoon 55 (Catamaran)	\$650,000
1995	Marquises 56	\$717,000
2000	Lagoon 570	\$1,199,000
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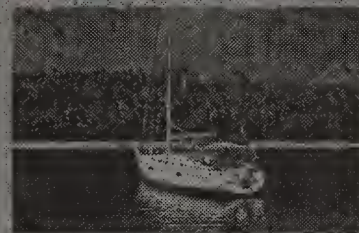
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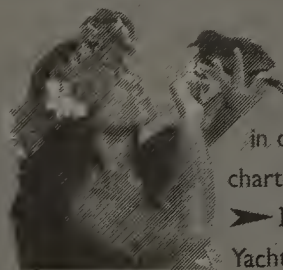
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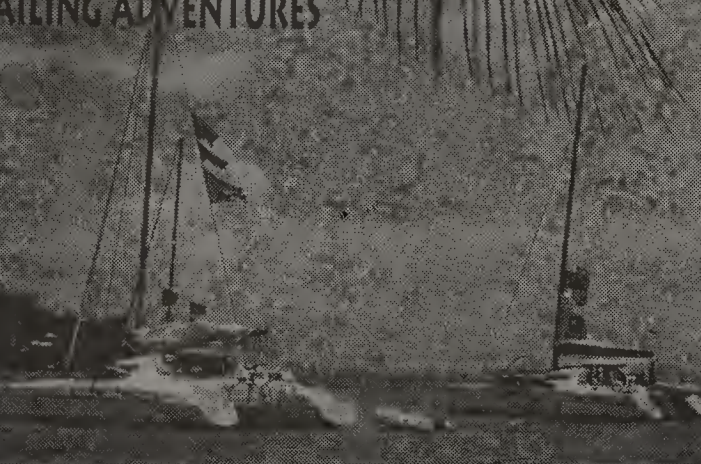
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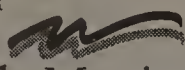
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CHANGES

With reports this month from **Also II** on being boarded by the Coast Guard on the way to French Polynesia; from **Geja**, on enjoying cruising in the Med; from **Avatar** on 12 years of cruising; from **Gaia**, on a possible rehabilitation of Colon; from the big schooner **Latitude** on cruising from Minorca to Tunisia; from **Under Repair**, on repair work and cruising at Vancouver Island; from **Papillon** on an unusual encounter with a dolphin; from **Second Wind** on recovering from a lightning strike in Mexico; from **Hae Twen** on cruising from Italy to Turkey; and **Cruise Notes**.

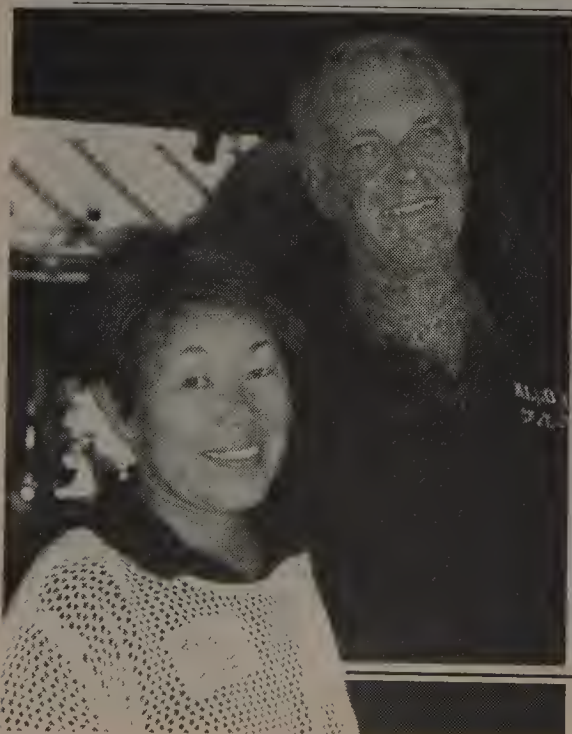
Also II — Passport 42 Jim & Kyoko Bandy Mid-Pacific Boarding (San Francisco)

We departed Marina del Rey in November of '99, and spent 16 months enjoying Mexico from the Sea of Cortez down to Z-town. We're now on our way across to French Polynesia, and thought you might be interested in some early details of our passage.

We left Banderas Bay on March 20, and on Day Two were at 19°30'N, 107°47'W — about 150 miles southwest of Punta de Mita. At this point Kyoko said, "It's kind of scary to think that we may not see anyone for the next 24 days or so." Thanks to my old friends the Coast Guard, she need not have worried — for before long the Coast Guard Cutter *Alert* was standing about 50 yards off our port beam! Her officers observed us through their powerful binoculars, took photographs of us, and asked us questions over the radio for almost an hour. And they still decided to board us!

Once the boarding party — which consisted of three Coasties, with three other armed ones at the ready in a RIB — were onboard, they initiated what turned out to be a two-hour 'safety inspection'. Most of the time was spent filling out paper-

On their way from Mexico to the Marquesas, Kyoko and Jim were boarded by the Coast Guard for a two-hour 'safety inspection'. Oh boy!



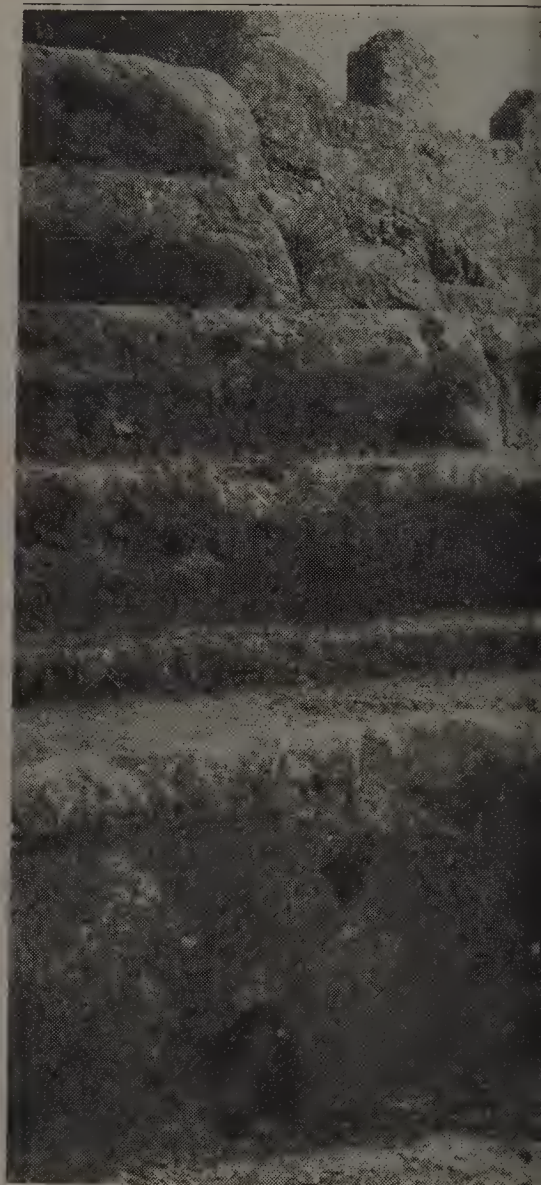
LATITUDE/ANDY

work. We received a warning for a couple of things: First, our PFDs not being accessible enough. I had to make two of them more handy on the spot, as they told us our Stearns inflatable PFDs were not Coast Guard approved. Second, out of date flares. The ones I'd bought before leaving California in November of '99 were out of date already. I carry all the flares I've purchased since 1985, so I'm sure one or more of them would have worked. In fact, one of the guys remarked that he thought 90% of the them would still work.

At this point, the Coasties told us they were "doing us a favor", because we were in violation on two other counts that they decided to cross out. One was not having a trash placard posted! They gave me one, which I posted. The second was not having a "waste management plan at the ready". I'd made one several years before, but couldn't produce it in the time allowed. They even wanted to see our copy of the "Navigation Rules". Fortunately, I was able to produce that!

In any event, we were informed that if they had written us up for three violations or more, they would have had to give us a citation that comes with a fine and possible jail time! All this when we were in international waters on our way from Puerto Vallarta to the Gambier Islands in the South Pacific. And more than 1,000 miles from the United States, and sailing even further away. Furthermore, all the information they gathered had already been established over the radio before they even boarded. The long arm of U.S. law sure got us!

When I was in the Bay Area, *Also II* seemed to get boarded more than other boats. So when I went to the Maritime Institute to prepare for my captain's license, I asked Ron, who had been in the Coast Guard for 20 years, why my boat always seemed to get boarded. After seeing a photo of my boat, he said, "I would have always chosen to board your boat because she has a black hull and is a 'go anywhere' boat. I'd be wanting to know why you are trying to hide in the night, and where you have been." But the only problem with this explanation is that we'd had *Also II* painted white because black would have been too hot a color in the tropics. And that we were in international waters cruising away from the United States!



The next day a Coast Guard plane did a flyby about 100 feet off the water. I was asleep at the time, but it frightened Kyoko, who was on watch, because she thought they might hit the mast. She screamed — scaring the crap out of me. I banged my head and stubbed my toe in the process of scrambling on deck to find out what the problem was. One of my friends speculated that the flyby was to let us know that the Coast Guard had heard us discussing the boarding on the radio with other cruisers. I am the net controller for the 'Pacific Puddle Jump 2001 Odyssey' group.

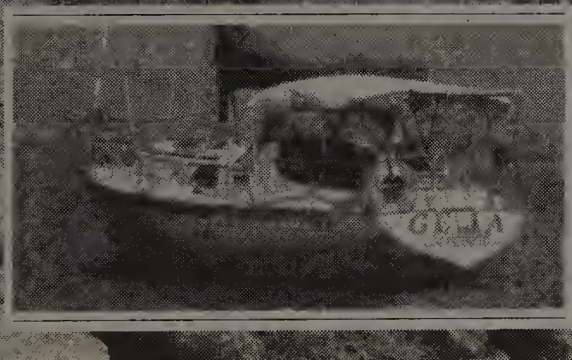
The thing that bothers us most about the incident is that we were treated as though we'd done something wrong. In addition, they demanded things rather than asking for them, and lectured us as if we were already convicted of some kind of crime. They tried to make us believe the only reason we didn't get a citation was because they were nice.

Interestingly enough, the commanding officer of the boarding party, a woman,

IN LATITUDES



PHOTOS COURTESY GEJA



Spread; Shirley and Dick Sandys — who think the Med is a "cruisers' dream", in Turkey. Inset; The Islander 36 they have cruised for 12 years.

told Kyoko it was the first time she had ever boarded a sailboat. I guess we are their training ground! It was obvious that the woman in charge was learning on the job, as she was unfamiliar with many of the terms, and had to keep asking one of the male Coasties for assistance. He was the one who made all of the demands. Kyoto and I were deliberately kept apart for most of the boarding process.

In any event, this harassment sure ruined a beautiful day. The rest of the trip has gone well except for occasional periods of no wind early on — but that's another story.

— jim and kyoko 3/23/01

Jim & Kyoko — Most readers are aware that the Coast Guard enjoyed a golden reputation with mariners until the '80s, at which point they were instructed — for inexplicable reasons — to harass innocent recreational mariners with tough mili-

tary-style boardings under the phony guise of 'safety inspections'. Thanks to this misguided policy, the Coast Guard's reputation with mariners went most of the way down the toilet. There was a dramatic change about five years ago, when guys such as Captain Larry Hall, former Group Commander San Francisco, had his people reach out to mariners as friends and even "customers", and many of the more absurd 'safety inspections' were eliminated. We can only hope that your boarding was an isolated incident and not indicative of a revival of the previous policy. For if the Coasties are going to once again treat recreational mariners as hardened criminals, they are bound for stormy waters.

**Geja — Islander 36
Dick & Shirley Sandys
Cyprus To Turkey
(Palo Alto)**

It's been 11 years since we sent our first *Changes* — and we're still sailing around the world. We've slowed down recently, however, for two reasons. First, we're not as young as we used to be. Second, the Med is such a cruisers' dream

that we can't find any reason to push westward. Lovely anchorages, crystal clear water, and historical ruins are the norm in the places we've visited in the Med.

Last October we sailed from Cyprus to Turkey, and had a lovely two-day crossing. There were soft winds and a full moon, and Dick played every song he knew on his guitar that made a reference to the moon. Our first landfall was Cineviz Limani, which has awe-inspiring sheer cliffs that rise up from the sea. For some reason, first landfalls in new countries always seem to be special. Anyway, this well-protected hidden harbor had clear water and friendly fishermen happy to take our stern line to the beach for a Med-style mooring. Taking a line to shore is the standard method of mooring in Turkish anchorages, as there is generally little room for several boats to swing on the hook. When we do this maneuver, Shirley normally takes the helm while Dick lets out the anchor. Then a stern line is taken ashore to either a tree or a pier. If you have a stern anchor that's big enough, it's possible to set that first and have the bow closest to shore and tied to a tree or piling.

Our port of entry to Turkey was actually Kemer, a little to the north. As is the case in much of southwest Turkey, Kemer has a nice marina with full services and a very friendly staff. The marina office even did all the paperwork necessary to check us into the country. While there, we bumped into old friends King Harald from Australia and Topaz from Connecticut. We had drinks and reminisced.

We left our boat in the security of Kemer while we took the bus to *The entire 'Turquoise Coast' of Turkey is home to spectacular ancient ruins, some above water, some below.*



GEJA

CHANGES

Cappadocia, which has surreal Tufa formations and caves. Over the centuries, locals carved homes, churches and even cities out of the relatively soft but sturdy stone. The main idea was to be able to resist invaders. At about 1000 A.D., one of these cities, Kaymakli, had eight levels that provided homes for 2,000 residents!

We sailed from Kemer along the famous Turquoise Coast, and for the first time enjoyed the luxury of refrigeration! But the sights were even more spectacular. We particularly enjoyed Cinevez Limanai again; Gemilar Adasi, where we could see both our anchor and ancient ruins in 60 feet of water; Skopia Limina and Wall Bay, where a full moon rose over our private outdoor restaurant; and Ekinçik and the ancient river delta with Lycian Tombs and the ruins of Roman castles.

We then left our boat in Marmaris, and will return this spring for our next westward mini cruise.

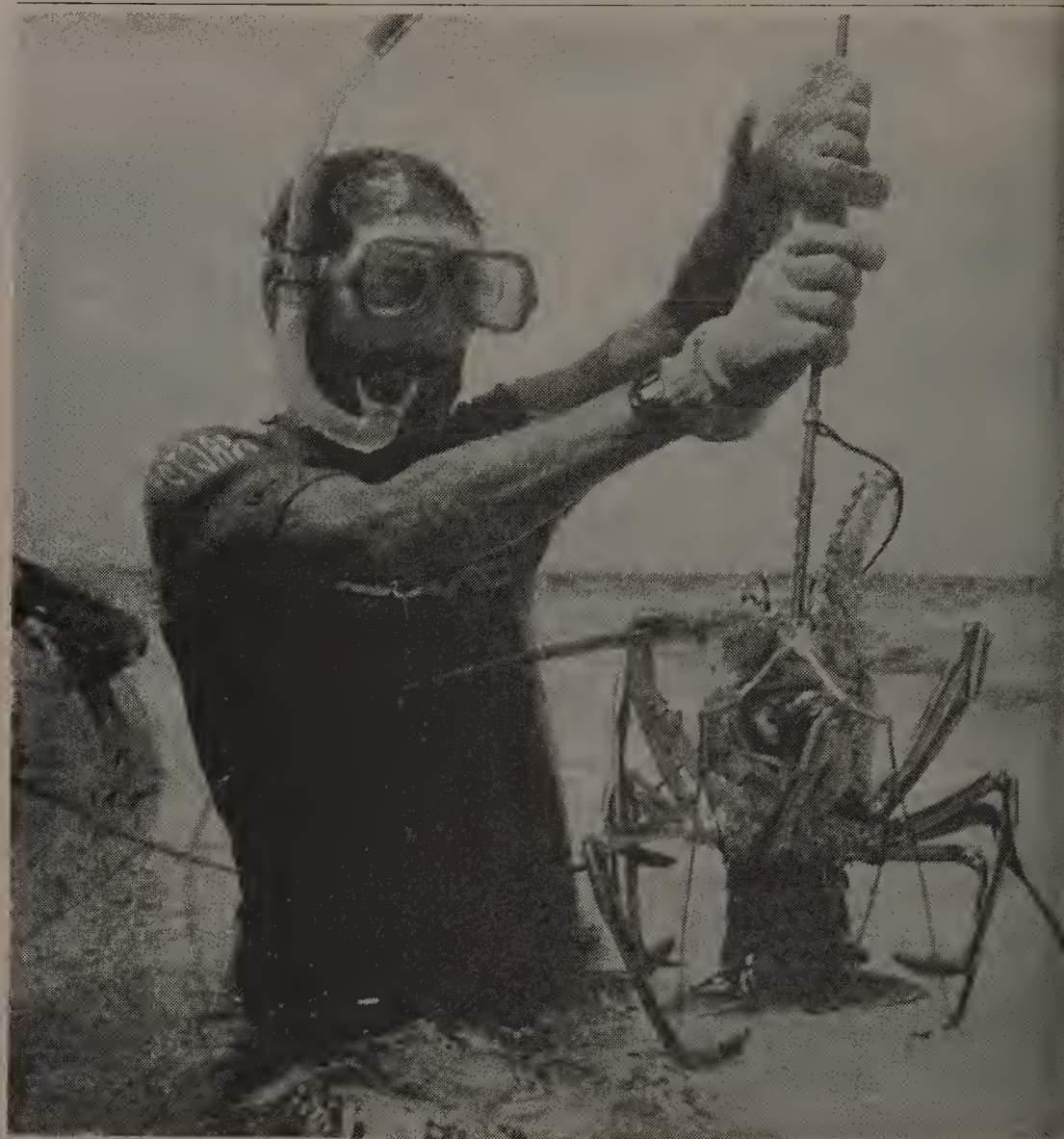
— dick & sandy 3/15/01

Avatar — 45-ft Custom Cutter George & Brenda Milum A Dozen Years Of Cruising (Squaw Valley/San Francisco)

In April of '89, you wrote about our then relatively new Gary Mull-designed custom cutter *Avatar*. She had been built by the Millerick Brothers in Cotati, and we finished the interior — with a lot of help from Bruce Brudvig, a great carpenter. It's now 12 years and 30,000 miles later — and time for an update.

We spent six years full time on the boat in Mexico, the Panama Canal, the Western Caribbean, and the East Coast of the United States, going as far north as Baltimore. But then George got tired of the seemingly constant breakdowns and repairs, and the both of us decided that we really missed skiing. We'd met 40 years earlier on a double chairlift at Alta, Utah. So we decided to try cruising half time. As such, we've spent the last six winters skiing almost every day at Squaw Valley, and the summers sailing in the southern Caribbean. As most *Latitude* readers know, summer is the hurricane and off-season in the Caribbean.

Since our first trip down the island chain in '95, we have only made two early season forays — when the threat of hurricanes is lowest — to the north. One was to Antigua and the other to St. Croix. Mostly we've stayed south of 12°40'N in order to avoid the threat of hurricanes. So far, *Avatar* has spent the winters hauled out at Power Boats Ltd., in Trinidad. But we're now tired of the 600-mile upwind slog back east from Bonaire and Aves Island every fall, so next year



we plan to leave our boat in the water at Seru Boca Marina in Curaçao. We'll let you know how it works out. There are plans for a larger marina with haul-out facilities in Curaçao, but that project is not yet underway.

We recently met a young couple who are planning a one-year(!) cruise from San Francisco to the East Coast, and they asked about our favorite places along the way. First of all, we advised them to slow down, and suggested they spend more time in Mexico. If necessary, they could leave their boat in Mexico while they returned to work in the U.S. to make more money before continuing on. It has been said before — and we want to reiterate it to all new cruisers — *don't cut short your time in Mexico!* Our 2.5 years we spent there in the early '90s were by far the most fun we've had cruising. Cruisers will never again experience the camaraderie found among cruisers throughout Mexico. Certainly not in the Caribbean and, friends tell us, not in the South Pacific or Med either. Maybe things have changed in Mexico during the last 10 years because there are so many more cruisers and a plethora of fancy new marinas, but we

Spread, George with the fresh catch of the day. Insets; a friendly barracuda, and 'Avatar' on the hard.

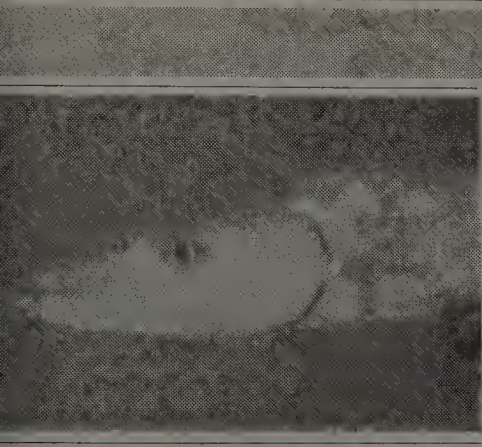
doubt it. So savor Mexico and don't be in a hurry to move on.

Another point we want to stress for couples is to be sure that cruising is a dream that both of you share. We have met very few happy boats where one person was going along just because it was the others' dream. Nobody should count on an 'iffy' relationship to improve, as it's very unlikely. The cruising life is not easy, and the many problems and challenges are exacerbated by close quarters and 24-hour-a-day togetherness. Many years ago, *Latitude* ran an article titled *Water Soluble Marriages*. We have seen many cases that could be included in a sequel.

Finally, we recommend that folks don't set their goals too high. Of the myriad cruisers we met in our first few years, a majority planned to circumnavigate — or at least go on to the South Pacific. Ourselves included. Very few made it. And there are precious few of us still out here.

P.S. Too bad that Randy and Lourae's

ALL PHOTOS BY AVATAR



Bonaire along the north shore of South America, they wouldn't have helped Big O. She tried to make the upwind passage there in '95, when the coastline was still controlled by drug, tobacco and appliance smugglers. Back then, it was still a case of having to try to make the whole passage in one go — something unlikely in the windy month of February.

**Gaia — Morgan 38
William Gloege
Colon, Panama
(San Jose)**

Located at the Caribbean/Atlantic side of the Panama Canal, and home to the Panama Canal YC, the city of Colon is an inevitable stop for many world cruisers. In *The Path Between Seas*, the wonderful book by David McCullough about the building of the Canal, the author describes Colon as having been dirty and unpleasant during the days when the Canal was being built. Although there are still vestiges of wonderful colonial buildings, McCullough's description of the city remains pretty accurate today.

Cruisers seem to love to hate Colon, mentioning it as a place they stop only because they have to in order to transit the Canal. And they express the desire to leave as soon as possible. Others — the Wanderer included — think it's the most dangerous city they've been to. But having been cruising between California and the Caribbean for nearly five years now, and having stopped in Colon many times, we have a slightly different and evolving opinion. We never thought it would happen, but Colon is actually beginning to grow on us! True, it's still dirty and there are piles of garbage throughout the city. And many residents of the downtown area live in disgusting tenements that are falling apart.

But we must give credit where it's due, and the Colon city fathers have been making an effort to create a renaissance — yes, a renaissance — at the Caribbean end of the Canal. For one thing, there is a much stronger and more visible police presence on the streets than when we were first visited in '99, so it's now much safer to walk the streets. In fact, we now see cruisers walking the three blocks from the Panama Canal YC to downtown — something always warned against in the past. And the buildings — well, some of them have even been painted.

There is also new life in Colon. For instance, the newly opened Colon 2000 shopping center, complete with a shiny, new Super 99 supermarket that is every bit as good as most American markets.

The old Espinar U. S. military area three miles outside Colon is in the process of being turned into an upscale housing development with its own supermarket, six-plex movie theater, swimming pool — albeit in need of attention — and a bowling alley. The Melia Hotel chain has also opened a magnificent five-star hotel in Espinar, with perhaps the best and largest resort swimming pool we have seen in all our travels. The hotel is situated on a peninsula that juts into beautiful Lake Gatun, and swarms of bright colored tropical birds fly over the hotel grounds and call out from the surrounding primary forests. The hotel offers kayaks and tour boats so guests can explore the nearby parts of this huge lake.

The people of Colon are friendly, and seem eager to please visitors. Even downtown Colon has good restaurants, email cafes, and several reasonably-stocked hardware stores — with some marine supplies. Perhaps one of the reasons for the change is that there are now two large new terminals for cruise ships, each with their own shopping center. Given the money that pours out of cruise ships, the city fathers realized that the personal safety of tourists was going to be of utmost importance. Colon also has a Duty-Free Zone with over 100 stores that offer everything from outboards to Gucci.

So we suggest that cruisers give old Colon a break, as the city may finally be on the brink of working its way out of a long history of bad times and bad behavior.

— william 03/09/01

**Latitude — 60-ft Schooner
Paul & Suzie Zupan
Sardinia, Tunisia, Sicily
(Sausalito)**

It's been a while since we've sent an update on our winter travels here in the *Suzie in the southern Med. The schooner 'Latitude' is on her way from Spain to Turkey via North Africa.*



LATITUDE

notes on the Cartagena to Bonaire passage was too late for Big O. We remember when Big O tried to make it and had to give up and go by way of Puerto Rico.

— george & brenda 4/10/01

George & Brenda — Thanks for sharing the wisdom of your many years of cruising. Two comments. First, we think that Mexico remains by far the most enjoyed cruising ground in the Pacific — and perhaps all the world. The cruisers' camaraderie is almost as strong as it's ever been. Second, we have no hard numbers, but it's our impression that a much higher percentage of today's cruisers actually continue on to the South Pacific and beyond. In this year's semi-organized Puddle Jump, there were about 50 boats, and many others just went on their own. We think the biggest contributing factors are the ease of GPS navigation and the ability to keep in touch with family and friends through things as satellite phones and SailMail.

As for Randy and Lourae's notes from Pizazz on getting from Cartagena to

CHANGES

Med, so we thought we'd fill everyone in. At the end of January, we left the Spanish island of Minorca and sailed a couple of hundred miles east to the Italian island of Sardinia. Although we'd only been on Minorca for a short time, it was very difficult to leave our new friends. It didn't help when they all gathered on the dock to wave good-bye. Fortunately, just before we left Mahon, our base in Minorca, some Swedish folks arrived on a Formosa ketch about the same size as our boat, and told us they were also headed for Sardinia. So we joined them for the crossing. This was the second time we crossed the area of the Med known for the dreaded mistrals, but we had no bad weather.

We made landfall at Carloforte, a beautiful little Italian village on an island just off the southwest coast of Sardinia. Suzie was there for two weeks, while I had to make a business trip to New York. The people were exceptionally friendly — and we were surprised at just how Italian they were. In fact, I couldn't keep from busting out laughing when a fisherman on our dock yelled to his buddy, "Hey, Guissepil!" with such a thick Italian accent. I couldn't help myself, and the fisherman couldn't understand why I was laughing so hard. Even Suzie had to turn away because she was also laughing so much. Neither of us meant any disrespect, but it seemed like part of an over the top skit from Saturday Night Live. We also took a real liking to the Italian food, especially after being in Spain for so many months.

We did travel around Sardinia a bit, driving up to the north coast and visiting Porto Cervo. During the summer, Porto Cervo is a very glamorous and expensive summer hangout for the wealthy, but during the winter it's just a very lovely village. We were surprised by how mountainous and sparsely populated Sardinia is. The island has quite a few ruins from ancient civilizations, as well as those from

Bizerte, Tunisia. North Africa was a totally different Mediterranean experience — including the taxi ride to the airport.

the Romans, Spanish, British, French and whoever else happened to conquer the Med at various points in history.

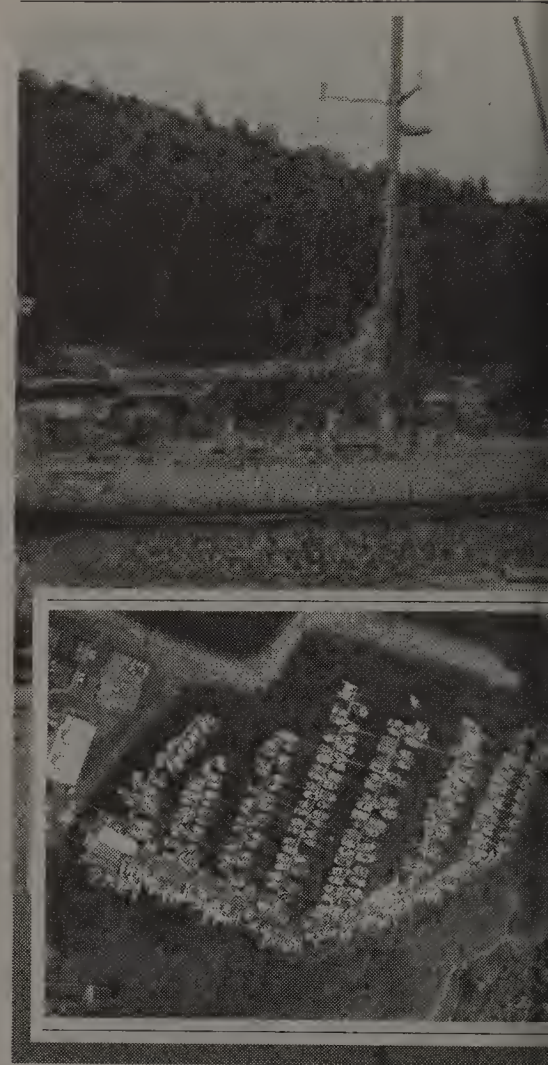
After Sardinia, we parted company with the Swedish boat and left for Tunisia, Africa. The weather was perfect, and it was the first time we really had all the sails up on *Latitude*. What a pleasure it was to sail her! Late in the afternoon we came across several American warships on maneuvers just a short distance away. Naturally, we were flying our American flag from the transom. Before long, a huge Hercules class helicopter came toward us from Sardinia, circled us once at fairly close range, and then took off in the direction of one of the warships. Ten minutes later, this Navy helicopter was back circling us, with those aboard taking photos and waving out the windows. It made us feel pretty patriotic — not to mention safe, since we were just approaching the northwest corner of the Gulf of Libya.

Our trip to Tunisia wasn't as pleasant as our previous passage, as the compass died on the autopilot, requiring us to hand-steer the entire way. The wind came up in the middle of the night, and we started sailing along at nine knots. This was fun until the wind came from further aft, which made steering difficult — even after reducing sail.

We arrived at Bizerte, Tunisia, about 0800. The Immigration officer was on the dock to meet us, and has us cleared within the hour. I immediately went to sleep for hours, but Suzie couldn't wait to do some exploring. Bizerte is not a large city, but it's very North African, and very Third World. By the time I woke up after my rest, Suzie was prepared to be the world guide and show me the city she had already explored. We both loved Bizerte as much as we'd loved Morocco.

A short time later, I took a *louge*, which is a shared taxi, to the airport at Tunis. What an experience! We took off down the highway waving through traffic in a sketchy car full of people listening to Ara-

bic music blaring over the radio. Actually, it sounds more scary that it actually was. But I rate it right up there with our Italian fisherman friend on the dock; just one of those experiences we'll



always remember.

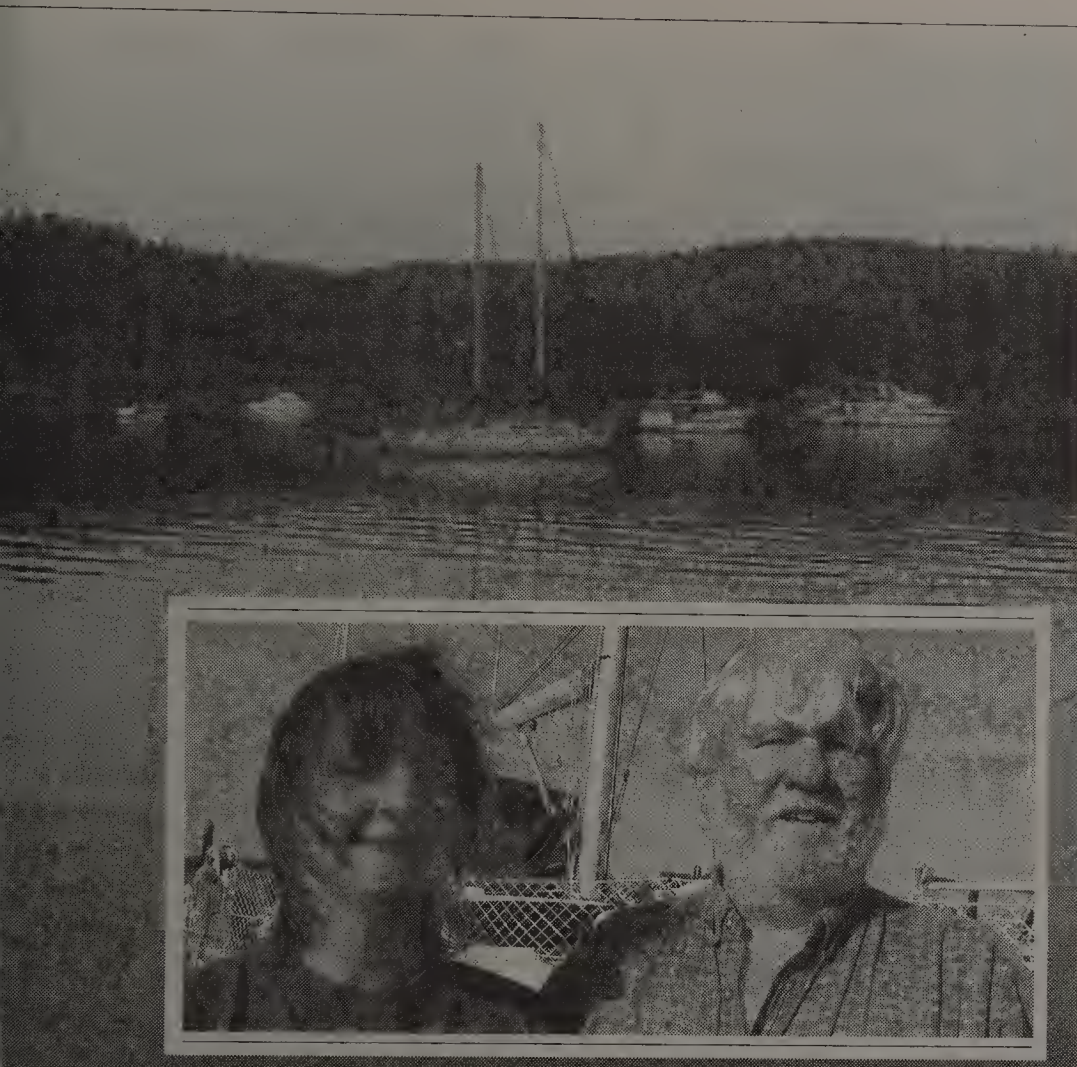
I'm working in Madrid right now, while Suzie is still with the boat in Bizerte. I'll rejoin her at the end of the week to get ready to sail to Sicily. We're hoping to be there before the first of March to catch up with the Swedish boat somewhere around Palermo. We are making progress toward our goal of being in Turkey by May. Yes, we originally planned to be there by Christmas, but the schedule has slipped just a little.

— paul & suzie 3/15/01

**Under Repair — Hunter Passage 42
John & Felicity Christensen
Port of Sidney Marina, Sidney B.C.
(San Francisco)**

Except for four months in the summer of '99 cruising the San Juan Islands and six weeks exploring the southeast side of Vancouver Island, we have spent the rest of the last two years upgrading our boat to make her a safer and a more suitable home. We planned on spending the Winter of '99-'00 in La Conner, Washington, but the planned three months for upgrading the boat took 10 months — and she still wasn't finished. Nonetheless, I just cut the docklines and we took off for





PIAZZ

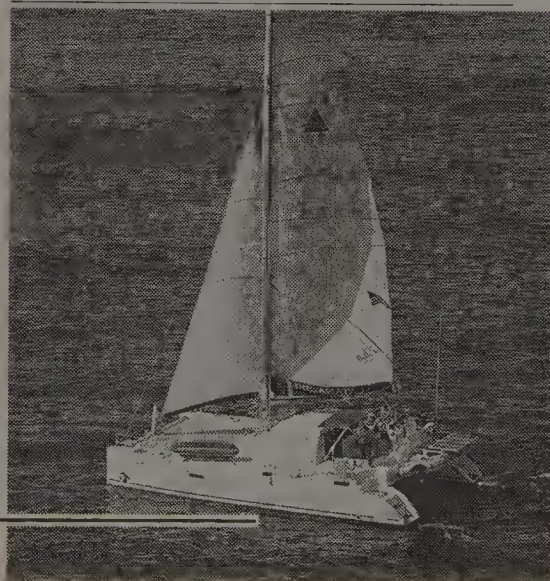
**Papillon — Catana 38 Cat
Steve & Sharon Merrill
Dolphins & Anchor Rodes
(Vallejo)**

Since completing the Baja Ha-Ha last November, we've had some really fun experiences and really fearful experiences — but the following one is probably the most unique.

It happened on March 25 — coincidentally our 34th wedding anniversary — at Bahia de Chamela — which is between Puerto Vallarta and Manzanillo — at 0234. We awoke to what seemed to be the sound of people boarding our boat! Steve, the brave one, rushed topsides to immediately discover that it was only several dolphins playing around our catamaran, specifically around the anchor rode and bridle. We'd heard that this isn't uncommon, so we watched for awhile. Later we went below to our berth, where we could continue watching from our large inboard escape hatch.

Suddenly the thrashing became louder. When we took a closer look, we saw that one of the dolphins had somehow gotten its tail tangled in our anchor rode! We were in 30 feet of water at the time, and had 30 feet of nylon line and 100 feet of chain out. We rushed topsides again, flashlights in hand, and turned on the radar, GPS, engines, and deck lights. First, we tried to use a boathook from the bow to untangle the poor mammal. Then we could see that he had loops of our rode and bridle wrapped around his tail. You can't believe how scared we were for that poor dolphin, as he was struggling fiercely for his life, and his friend or mate was thrashing about between our hulls in an apparent attempt to help. Steve, who I already mentioned is the brave one, jumped into the water to try to disentangle the rode

'Papillon', which was sailed over from France, at the start of the Ha-Ha — and her cruising adventures — in San Diego last November.



TOM LYON

Spread; Langley, Canada, during a low resolution sunset. Insets; Pt. Sidney Marina, and John and Felicity.

Vancouver Island, British Columbia. We traveled up and down the east coast from Victoria to French Creek, then back again.

When October arrived to end the season, we decided to stay in the nicest place we had visited — which was Sidney, British Columbia. About 10 miles northeast of Victoria, Sidney is a wonderful mixture of small town ambience yet still has the cosmopolitan benefits normally found in much larger cities. For example, it has three large supermarkets, eight good bookstores, four good marine stores, and much more. Hungry? It has four Greek restaurants, two Chinese, two Japanese, as well as about 15 other eating establishments and two pubs. How do so many stores and businesses survive in a small town? It's because they are so good. People think nothing of driving from Victoria to shop for books in Sidney, which is known as 'Book Town'. Tanners, for instance, has more than 3,500 different magazines. I didn't know there were that many in print.

The locals are also very friendly. For instance, when the manager saw me look-

ing for Panko brand breadcrumbs at Sidney Super Foods, he asked if he could help. When I told him what I was looking for, he said they didn't have them — but would order them so they'd arrive two days later. Two days later the manager took me over to the shelf where they were then on display! Similar things have happened several times already. The absolute frosting on the cake, however, is that the prices look about the same as in the States, but they are in Canadian dollars which are only worth about 65 cents!

I'm sorry if I sound like the Sidney Chamber of Commerce, but I'm temporarily in Silicon Valley and the contrast is overwhelming. We expect to depart the lovely small town of Sidney before too long — right after we finish the remaining upgrades, fix the plugged toilet, finish installing the heater, and reinstall the failed inverter — and then spend the summer sailing up the Inside Passage.

By the way, we had an odd thing happen at a Tacoma marina, where we were charged double the published rate. When I asked the reason, I was told that I "was taking too long and they wanted to hurry me along." When I asked why he hadn't bothered to tell me, he said he'd been "too busy!"

—john 3/15/01

CHANGES

and free the dolphin. When Steve got close, he realized he wouldn't be able to pull the lines free since the dolphin kept pulling downward with its tail in an attempt to go forward. We also noted that because of the pull on the anchor lines, we were drifting toward *Juandra*, the boat anchored nearest us.

At that point, Steve came back aboard and sounded five blasts with the airhorn to warn *Juandra* of possible danger. Immediately Murray and his wife came topside. We explained the situation and asked for suggestions, help or just moral support. Murray dinghied over. Meanwhile, the dolphin started to really labor, and we feared he was going to die. We started to pull up on the bridle on the starboard side, hoping that would help. We couldn't tell one way or the other. Steve then jumped back into the water. About that time we noticed that we couldn't see the dolphin or hear his heavy breathing. We also noticed that his dolphin friend had left. We pulled up on the anchor slowly with the windlass, fearful that the dolphin might have died. Happily, we soon learned that he had managed to finally free himself, for all that was left was a mess of anchor rode and bridle.

As it was nearly 0430 and our anchor was still holding fine, we decided that we'd sort the anchor line mess out in the morning. Once back in our berth, we still had too much adrenaline pumping to go back to sleep. It took us over an hour later on to get the wraps out, but we were happy, as it all ended well for us, our neighbor's boat *Juandra* — and especially for that dolphin. Needless to say, we were the talk of the anchorage for the whole day. It was a anniversary to remember!

— steve & sharon 4/1/01

Sharon and Steve Merrill's biggest cruising adventure so far has been trying to free a dolphin from their anchor rode.



Second Wind — Morgan 44 Ken & Lynn Swanson Lightning Strikes (Incline Village, Nevada)

We've found the Gold Coast of Mexico — which is from Puerto Vallarta to Manzanillo — and Z-town, to be every bit as good as we read it was in the past 20 years of *Latitude*. We were a little late getting here, however, because our boat received a nasty lightning strike in Puerto Vallarta last October 16. It cost us \$6,000 and six weeks of the cruising season. With lots of folks getting ready to leave their boats in Mexico for the summer, they might be interested in what happened.

We were in Montana in the middle of October when we received an email from Marina Vallarta and Oscar Camacho, our highly-recommended boat-sitter. They reported that the lightning had apparently hit the masthead wind sensor, traveled down the mast and into the engine room, and then out the shore power cord — blowing up the electrical outlet in the dock box! Witnesses report that it "rained" ball-bearings and washers for several seconds. While on its path through our boat, the electrical bolt took out the stereo, VHF, radar, nav instruments, inverter, alternator, alternator regulator, battery management system, many of the lamps, and numerous fuses. The main GPS and the ham radio, which we had stored in the aft cabin, were not damaged. We initially thought that the alternator was all right, but it only lasted until Tenacatita Bay before failing. We took it to a *servicio autoelectronicos* in Melaque, where the mechanic replaced the stator on our Canadian-made alternator in three hours. The charge? An incredibly low \$18 U.S.

Before we left Puerto Vallarta, we counted three other boats that had been hit over the summer. Since we guess there were about 400 cruising boats summering over in the P.V. area, we figure boats have about a 1 in 100 chance of getting hit.

We made some mistakes that will be corrected before we leave the boat this summer. First, we have already spent \$80 for a Forespar ion dissipater. Who knows if it really works, but at \$80 it seems worth a try. We will also hang battery cables from our shrouds to the water, thus giving some of the energy a chance to go to ground outside of the boat. Several sailors have recommended that all the electronics be removed and stored in the oven or microwave. Our VHF and stereo were disconnected and left in the nav station — and didn't make it. We are also lower-



ing our insurance deductible and making sure our policy covers electronics.

We've learned two other things. First, fuses can't be checked visually; you need to use a meter. Secondly, marine electronics have improved dramatically in the last 10 years. We, however, were in such a hurry to get things repaired that we didn't upgrade what we'd had. Dumb!

Ken went down to the boat on November 1 to disassemble everything and bring the broken stuff home. When he returned to Mexico, he had to go through Customs with nine duffel bags and a radar array. It was *no problema*, however, because we had taken the time to get the right paperwork when we brought all the stuff home for repair. Ken spent most of January getting everything put back together and working on the boat. The hardest part was pulling a new radar cable through the mast.

We are now on our way to Panama and the Caribbean, but may not make it all the way this season. It doesn't really matter though, because we're here!

— ken & lynn swanson 3/15/01

IN LATITUDES



SCHOONER LATITUDE

in the port town of Crotone, we had a surprise meeting with a woman we'd met on a French quay several years ago. *"Uno piccolo mondo,"* said our acquaintance.

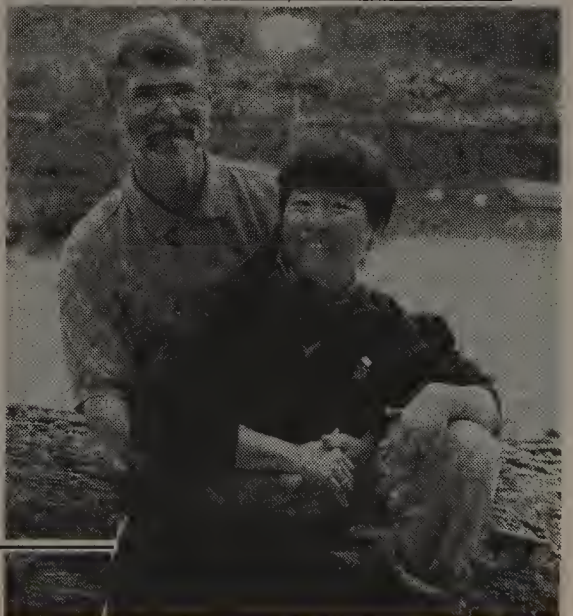
Despite every depredation, the Med still has some sealife, for we saw dolphins and turtles as we sailed across the Ionian and the Adriatic Seas. We also saw strange little boats with long bowsprits, from which men harpooned swordfish. The ruthless overfishing has depleted the stocks of fish that used to be common in these waters, so aquaculture now provides most of the fish served in restaurants. In fact, many Mediterranean coves are now equipped with floating fish farms.

Like everywhere, the kids in Italy were charming. While walking through the old part of the big Italian city of Bari on the Adriatic, three little Italian girls clapped their hands in delight at the sight of the lovely Ms. Chen. *"Si bella cinese,"* they giggled.

As we sailed north up the Adriatic coast of Italy, we discovered that while each little town has its own character, in many ways they're all the same. When we walked along the street in any town in southern Italy, we got the feeling that we hadn't actually gone anywhere, but were on the same treadmill where each street has the same bakery, vegetable stand, tobacco shop and pizzeria. But there is a certain pleasantness to this predictability.

We finally departed Italy to sail across the Adriatic to Croatia. Although the coasts of Italy and Croatia are less than 100 miles apart, there is a world of difference between the two. The coast is flat and without many features or greenery on the Italian side. But some of Croatia's rocky, pine-covered islands reminded us of Puget Sound. Other Croatian islands are tilted up toward the sky like granite

Peter and Chen in 1995, just before they started the Ha-Ha — and their ongoing cruising adventure.



HAE TWEN

Spread; Another lightning strike! This photo of Ken and Lynn was taken at an Ixtapa restaurant that was giving out free tequila in water glasses. Lynn says that Ken passed out a short time later and — we're not making this up — was taken out in a wheelbarrow! Inset; Ken, finishing the difficult job of rerunning a radar cable.

**Hae Twen — Taswell 43
Peter Smith & Chen Liang-Hsia
Kemer Antalya, Turkey
(Seattle)**

We and our boat *Hae Twen* — veterans of the '95 Ha-Ha — are spending the winter at a marina in Kemer, Turkey, a little town on the Mediterranean coast. As we look out before us, we see long, sandy beaches backed by a coastal plain of orange groves and pine forests. The mountains behind us are over a mile high and covered in snow.

There's an active social life here in Kemer for the small community of cruisers. We enjoy attending the concerts, of the young and enthusiastic orchestra in nearby Antalya, and have toured the markets, bazaars and ruins of ancient empires. We also joined a small band of trekkers to do some hiking along the Lycian Way, the ancient trail that links the farms

and villages along 500 kilometers of the rugged and often mountainous Turkish coast. In order to do so, we had to wade across trout streams and climb the mountains where the flames of the Chimera still burn.

Actually, we began our cruising early last May in Italy. The chill of late spring gave us an excuse to fire up our diesel furnace as we sailed past the island of Procida and through the Bay of Naples, leaving the island of Capri to starboard and the Amalfi coast to port. It was warm by the time we arrived at the port of Maratea, the town of which is perched on a mountainside above. The port has cafes on the waterfront, bougainvillea and cactus climbing the cliffs, and villas with gardens of bergamot, artichoke and poppies. The town above the port is a relic of the Middle Ages, full of interesting alleys and piazzas. As we sailed south, we passed Scilla and Charybdis, then sailed through the narrow Strait of Messina and under the arch of the 'boot' of Italy. While

CHANGES

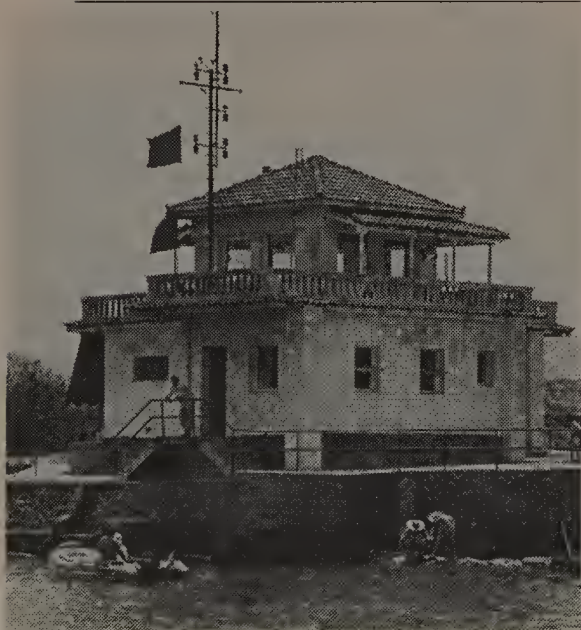
playing cards stuck in the bottom of a pond.

On Croatia's mainland coast, we sailed past an ancient fort into the Krka River, which is at the bottom of a steep ravine. Navigation on the river terminates near a series of rapids and waterfalls. There are also quiet pools alive with fish and frogs, and the willowy green forest is full of iridescent blue dragonflies. Near the falls is a sleepy town called Skradin, which was on the frontline during the recent civil war. Most of the houses are pocked with bullet holes and the village chapel was bombed. When we asked the priest why the church was a target, he gave a sad but simple explanation: "We Croats are Catholic, the Serbs are Orthodox."

In August, Ms. Chen flew from Dubrovnik to Los Angeles to visit her brother and to attend her high school class reunion, while Peter did penitential boat work and attended the Dubrovnik Music Festival. All the concerts were *al fresco*; some on the quay of the old harbor, some in the *piazas*, and some in the atrium of the medieval rector's palace. The wonderful old city of Dubrovnik is surrounded by a wall with moats and gates. None of these defenses seem to have deterred invasions, as Dubrovnik has frequently changed 'ownership'. It was once an independent republic, then Venetian, later Austro-Hungarian, and currently it's proudly Croatian.

One morning at the end of August, we left our mooring in Dubrovnik and motored down the peaceful Rijeka Dubrovacka. After passing under the new highway bridge and past an American naval frigate refueling in the commercial

This is the 'toll booth' at the eastern end of the Corinth Canal. Just bring the big drachmas, because the little ones won't be enough.



JIM DRAKE

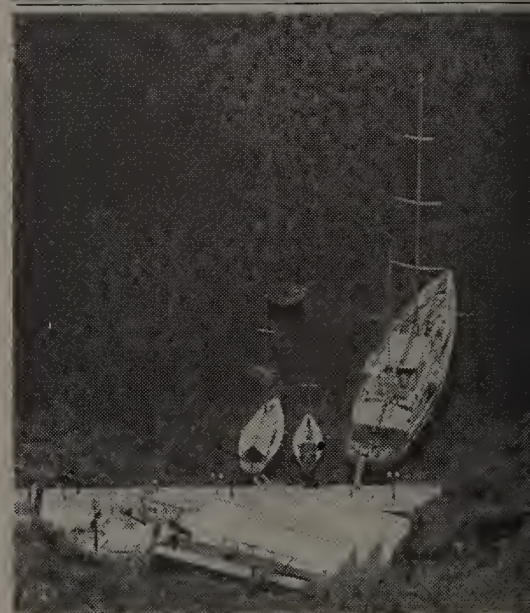
harbor, we continued on through a sprinkle of rocky islets into a red dawn and flat sea. We had plotted a course to keep us 20 miles off the Albanian coast on our way to a 210-mile distant Corfu, Greece. But when a near-gale was forecast for Corfu, we decided to head almost due south — which took us back across the Adriatic to Brindisi on the Italian side.

Brindisi does not enjoy a good reputation among cruisers, but we had a good experience there. Arriving at 0300, we slowly motored past the bright lights of fishermen along the quay of the huge new outer harbor, past the castle into the old commercial harbor, and through a narrow channel into the ancient inner harbor. Surprisingly, we found plenty of room to side-tie to the stone quay on the north shore in a peaceful area of villas and gardens. The next morning a water taxi took us into town to restock the *parmigiano*.

Once we set out again for Corfu, we had to motorsail through an endless stream of northbound yachts, ocean-going ships, coastal tramps and passenger ferries. We alternated watches through a calm night until just before dawn when we approached the channel — which is less than a mile wide — that separates the coasts of Greece and Albania. A ferry on a reciprocal course unnerved us by altering its course to cross our bow at the last minute.

We reentered the waters of the Ionian at Corfu. The Ionian islands are very green and are full of protected anchorages — which was a good thing because we had to weather a few storms before entering the Gulf of Corinth. The Gulf is the artery that connects the Ionian to the Aegean, eliminating the long trip around the Peloponnese Peninsula. The Gulf is home to the little island of Trizonia, which has a protected harbor, several pleasant beaches, and nice paths through the olive groves and under the almond trees. There are no cars and few tourists. Twenty miles further along on the mainland is Galaxhidi, which in addition to many tourists has a nice anchorage where it was safe for us to leave the boat for a bus trip up the mountain to consult the Oracle at Delphi. The town of Corinth has a free public quay in the heart of town. While there, we couldn't resist the allure of a traveling one-ring circus with acrobats, jugglers and a brass band.

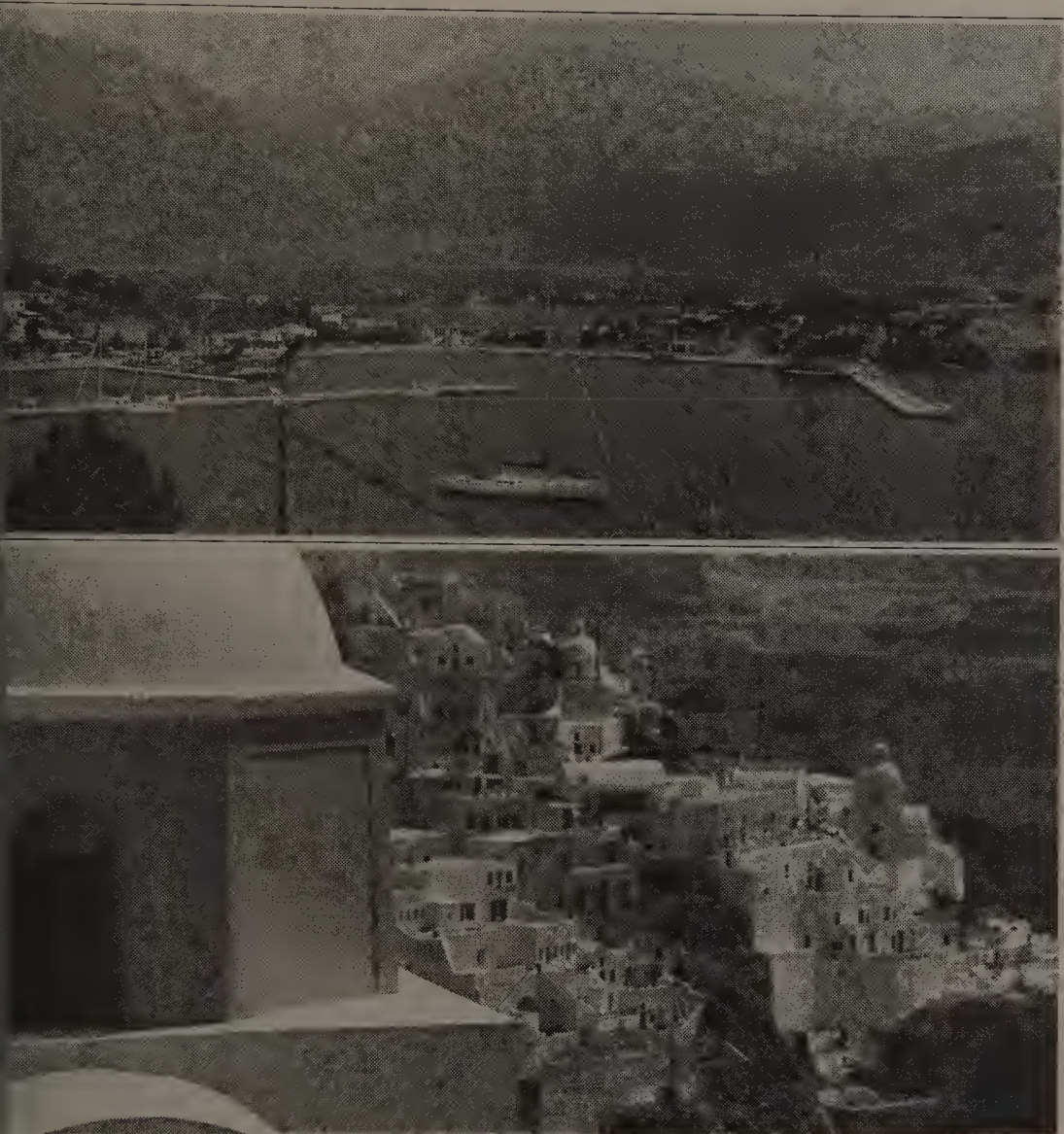
The Corinth Canal is an expensive shortcut, as it cost \$120 for *Hae Twen* to travel just three miles through the narrow cut. We sailed through the Saronic Gulf to the Cyclades Islands of the Aegean on October 1, and were rewarded with



light winds and none of the dreaded *meltemis* that plague cruisers during the summer months. The air temperature in October was a pleasant 75°, and the water was still warm enough for swimming.

The Cyclades are as barren and desiccated as any other group of rocks, so it's easy to understand why they have been steadily losing population for centuries. Half of all Greeks now live in Athens. Fishing and agriculture are no longer viable ways of making a living on the islands, so tourism drives the economy and just about everything is imported. The lamb is from New Zealand, for instance, and the feta cheese from Holland! For us the jewel of the Cyclades is Santorini. We approached this famous island from the north, sailing into the flooded caldera of an eruption that split the island in half. There is an unfinished harbor at the southeast tip of the crescent island. Although Santorini exists for tourism, the island is somehow still fascinating, beautiful and worthy of admiration. The village of Ia has developed from cave dwellings dug in the soft pumice, and over the centuries the caves have acquired facades

IN LATITUDES



JIM DRAKE AND LATITUDE/RICHARD

Maine. Three of the places they've come to consider "five star" are the San Blas Islands, Venezuela and Cartagena. Over the years, the couple have found that the ideal situation for them is to cruise about nine months a year, then spend the other three months land-cruising. One of their most enjoyable land adventures was south through Peru and Chile to Patagonia. "It's fabulous down there," they say, "but too cold for sailing." Last year they brought their boat back to the Pacific and sailed up to La Paz. "When it got too hot, we drove over 4,000 miles through the Mexican highlands. What a fabulous experience, as the weather was wonderful, so were the people, and we learned much about the culture that you don't find along the coast. We recommend it to all cruisers, particularly since it beats becoming beef jerky during the summer in the Sea." The Bennetts have just left Mexico on their way back to the Caribbean. "We've never had the desire to go to the South Pacific, let alone circumnavigate," they say. "It seems to us that once cruisers get halfway around the world, they feel like turning on the burners and rushing home."

"We finally made it to Z-town," advise Paul Moench and Glenn Aitkens of the Sausalito-based Hans Christian 38 **Endeavour**, "having flown the spinnaker most of the way from Puerto Vallarta. The boat has been performing perfectly, our health is great, and Glenn says we've reached our 'tan limit' because we can't possibly get any darker. We have been day-sailing to Ipala; Chamela; Tenacatita; Melaque; Punta Carazal, which was superb; Cabeza Negra, which we would suggest *Peter and Nancy Bennett have been out for six years on their Swan 46, but still have no interest in the South Pacific for a circumnavigation.*



LATITUDE/RICHARD

Clockwise from above; Thira town, Santorini. The chair lift from the old volcano crater up to Thira town. Boats of all types are packed to the gills with tourists when coming to Santorini. Trinzonía, the best marina and place to stop in the Gulf of Corinth.

of whitewashed stone and painted accents of deep blue. In Thira town, the splendid museum has a fresco of blue monkeys and a delicate small ibex of pure gold.

On the easternmost Dodecanese island of Astipalaia, the water was so clear and the sandy bottom so smooth that we watched from our deck as a silky octopus hunted below us on the sandy bottom. The octopus grabbed a bit of fat on the end of our jig, and 10 minutes later was in our pot being prepared for lunch! We continued on to Rhodes, then along Turkey's 'Turquoise Coast' and the small bays near Fethiye. The natural harbors are unspoiled and lovely, although you almost always have to swim ashore to tie a stern line to a tree. In Kekova, the ancient ruins of the Lycians line the coast. A sarcophagus stands in the shallows along the shore.

After a visit to the States, we'll return to our boat to enjoy the spring flowers in Turkey. Our cruising season will resume in May, and our options are either to move

east to Syria, Lebanon and Israel, or to sail north through the Bosphorus to the Black Sea ports of Russia. Update: P.S. We have just decided to join the Black Sea Rally leaving Istanbul in June, 2001.

— peter & chen 2/10/01

Peter & Chen — We're confused by your reference to the "flames of the Chimera." According to our reference books, in Greek mythology, a chimera is a "fire-breathing female monster resembling a lion in the forepart, a goat in the middle, and a dragon behind. She devastated Caria and Lycia until she was slain by Bellerophon." What are we missing?

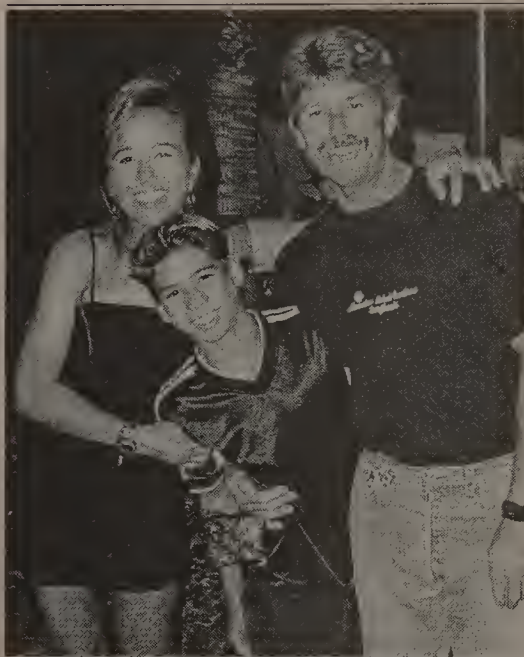
Cruise Notes:

While at Marina Paradise for the Banderas Bay Regatta, we ran into Peter and Nancy Bennett of the Swan 46 **Destiny**, friends from the '96 Ha-Ha. Formerly of Moraga, the couple have been out cruising ever since. "We still like it," admits Nancy. They began by heading down to the Canal, and then sailed as far up the East Coast of the United States as

CHANGES

gest avoiding; Maruata; Caleta de Campos; and the biggest surprise of them all, Lazaro Cardenas for a quick overnight rest. Yes, Lazaro is an industrial city, but it's an easy and quick stop. Ever since November in Mag Bay, we've been buddyboating with Gordon and Lynn and their sons Colin and Aiden aboard **Elakha**, their Victoria, B.C.-based Spencer 1330. They've been a great source of support, and we like to think that we've been the same for them. In about two weeks we take off on what we hope will be a quick trip to Nuku Hiva."

"We're in El Salvador at the Barillas Marina Club," report Monte and Shari Cottrell and their two daughters on the San Diego-based Kennex 445 **Sea Life**. "There are a couple of other Ha-Ha boats here with us, including Robert and Bonnie White of the Clovis-based C&L 45 **Fancy Free** and Charles Grassia of the Seattle-based Cal 40 **Sayula**. We are really enjoying the tranquility of the river and the friendliness of the people. We spent Holy Week in Antigua, Guatemala, which was amazing. Tomorrow we're going to check out Lourdes, a village the cruisers adopted



LATITUDE/RICHARD

Forget piloting state-of-the-art commercial airliners, David and his family prefer to keep cruising on their Catana 42 'Maluhia'.

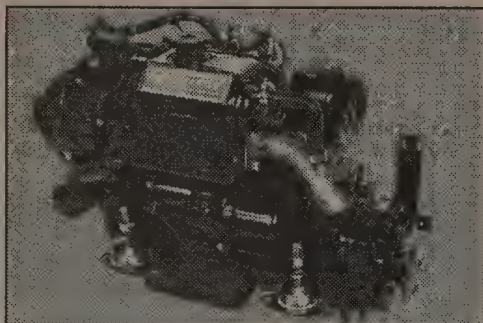
after the earthquake. I've already done one fund-raiser by giving a seminar in cutting hair, and hope to raise more money by contacting my church, family and friends back home. Things are great, but

Monte is still working on a letter about the storm that hit us in Z-town. What a doozy!"

More catamaran people! The three folks — David, Kim and 12-year-old Kanoa — you see in the photo at left are the Wegesend family of the Hawaii-based Catana 42 **Maluhia**. Appearances can be deceiving, because the Hawaiian-looking Kim was raised in Southern California, while the Californian-looking David was raised in Hawaii. Thanks to a relatively minor medical disability that means David can no longer pilot 777s for American Airlines, the Wegesends have been cruising full time as a family. And Kanoa has been getting his schooling from mom. Most folks say it's too hot, humid and rainy to spend the summer in Puerto Vallarta, but Kim disagrees. "It is warmer and more humid," admits Kim, "but we absolutely loved it. And it doesn't rain that much at all." Nonetheless, after four wonderful years of cruising in Mexico, they're headed for Panama and the Caribbean.

Speaking of Cuba . . . "The Hemingway International YC of Cuba has the plea-

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DEVAN MULLINS

ure to invite all the sailing sea lovers to participate in the 8th edition of the **Morro Castle to Havana Race** on May 30," writes our pal Lic. Jose Miguel Diaz Scrich, Commodore of the Hemingway International YC. "This nautical sporting event is open to boats and crews from the world over. The course will take the boats between Rio Almendares and Morro Castle, then on to the finish at Marina Hemingway. The members of the Hemingway International YC will later host a big party to strengthen the friendly relationship among the international nautical community."

One warning about Americans visiting Cuba these days: You won't be in any physical danger, but you're going to be confronted with **hard-core propaganda** the likes of which hasn't been seen in years. In the early '90s, with Cuba in deep financial trouble, Castro toyed around with a limited amount of soft-core capitalism. As a result, billboards along the Havana waterfront featured ads for things like beer and other consumer products. But in his old age, Castro has reverted to



Here's another danger in Cuba — the reef just off the Hemingway Marina. A reportedly inexperienced captain put this spectacular, multimillion dollar Jongert nearly high and dry.

his old hard-line self, going so far as accusing Argentina of "licking the boots of the United States" and snarling at Mexico's complaints about human rights in the 'workers' paradise. As a result, the beer ads on the billboards have been re-

placed with tired slogans such as "Socialism or Death".

"Even though it's the dry season, Costa Rica has been beautiful," advise David Hernley, Seaneen, and Angel of the Washington-based Angel 50 **Mystic Spirit**. "We'll soon be heading south to Panama with **We Three, Orion** and **Harmony** —

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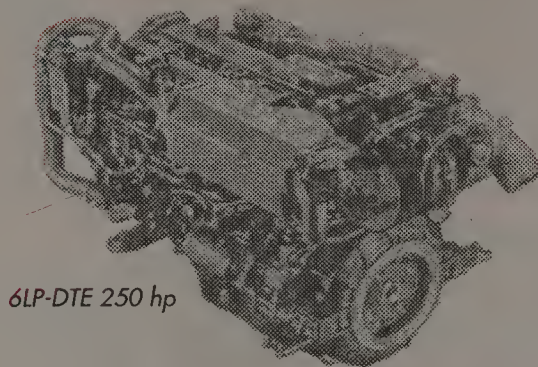
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all of which are from Washington. Right now, however, we're anchored off the Oasis del Pacifico Hotel in Playa Naranjo, Costa Rica, waiting the return of the injectors which are being serviced in Puntarenas. Fortunately, the owners of the hotel told us we could arrange to have the mechanic come to the boat on the ferry versus us having to take *Mystic Spirit* into Puntarenas. We also have dreams of having our windlass repaired. It broke — bent shaft and fried motor, we think — about a month ago. Although the 'armstrong method' has worked so far, we'd like to get back to pushing a button. We also would like to put in a good word about the hotel, as the anchorage here is excellent, with good holding in about 18 feet of water. There is a beautiful beach with a pier, and it's easy to beach your dink on either side of the pier. Hotel owners Aggie and Lucky are very nice, and enjoy catering to cruisers. Their property includes pools, beautifully landscaped grounds, wild and tame birds in the trees, howler monkeys, excellent coffee, a restaurant, and access to transportation. We encourage everyone headed this way to stop in



PERICUS

John Alden Williamson, aka 'the man in the thousand dollar bill' and 'Mr. Mexico', poses on the legendary 'Bolero'.

and say 'hello'. The new *Charlies Charts for Costa Rica* says that ferry service to Puntarenas has been discontinued, but this is not true. The ferries still run about three times a day, and the hotel is a great

place to leave your boat if you have to make a trip to Puntarenas."

"I thought you'd like a photo of the great yacht **Bolero** and me, Mr. Mexico taken on the Delaware-Chesapeake Canal," writes John 'Mr. Mexico' Williamson of the San Francisco-based Little Harbor 61 **Pericus**. The other photo [see to the left] is of our *Pericus* on the United Yacht Transport ship getting ready to be taken from Lazaro Cardenas in Mexico to Fort Lauderdale. That was a year ago February. We subsequently went as far north on the East Coast as Blue Hill, Maine, and down to Key West. We're now headed back to Ixtapa, Mexico."

(Good hearing from you, John. Would you please give us a call when you get a chance?)

"If Don Littau — who wrote in last month asking about cruising in Texas — would like to contact us, we'd be glad to fill him in," advise Bob and Peggy Taylor of the Westsail 42 **Adagio**. "Sailing is alive and well down here. In fact, my wife and I plan to use Texas as our home base after taking off later this year. Please don't tell

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PERICUS

John Williamson's Little Harbor 61 'Pericus', aboard a yacht transporter in Lazaro Cardenas, about to be shipped to Fort Lauderdale.

at it. And as far as we're concerned, there's no reason to limit it to folks in boats under 40 feet. If anyone breaks the current mark, Don Stollmeyer of Power Boats Ltd. in Trinidad promises a free haulout. By

the way, despite the name of Stollmeyer's yard, it's full of cruising sailboats, and he's a great guy.

"I just sailed 200 miles from Puerto Vallarta to Mazatlan," reports Lynne Stevens of the Juneau-based Islander Freeport 36 **Wild Flower**. "It was my first singlehanded trip." We're proud of Lynn, who was one of our crew aboard *Profligate* in the Banderas Bay Regatta.

Here's a 'cruise note' from a couple that already have a *Changes* in this issue: "We arrived here at beautiful Puerto Angel on March 21," report Ken and Lynn Swanson of the Incline Village-based Morgan 44 **Second Wind**, "and presented Polo and Veronica with a copy of the March *Latitude* — the one with the story and photo about their Vepo Grill Restaurant. They were overjoyed to see their picture in the magazine and read the positive comments by **Joss** and **Mildrid K**. They were very distraught, however, by the report from the "anonymous singlehander" who wrote that his boat had been robbed while he slept aboard her in the anchorage. Polo and Veronica believe their beautiful and peaceful village is no more or less affected

anyone that south Texas makes a great place to retire on a boat, because we don't want too many people discovering our neck of the woods. We can be reached at: sbadagio@nestzero.net.

"We're taking time off from cruising for a new baby girl," report Mike and Mary Hagan of the Rockport, Texas-based Alajuela 33 **Muirgheal**. "Then we'll be off to Cuba." If we understand the couple correctly, they already have a son named Noah.

A Cape Town to Caribbean Challenge for singlehanders in boats under 40 feet. Why not? South African Garth Goodwin and **Wight Flight**, his atrociously-named Farr 38, were given a start by the Royal Cape YC as they took off for Trinidad in the southern Caribbean. When he arrived in Trinidad some 36 days and 17 hours later, he claimed the record. Given the fact that the Cape Town to Caribbean voyage is generally considered to be the most consistent and pleasant off-the-wind passage in the world, the 5.4 knot average for 4,600 miles seems relatively soft. Maybe someone else should take a crack

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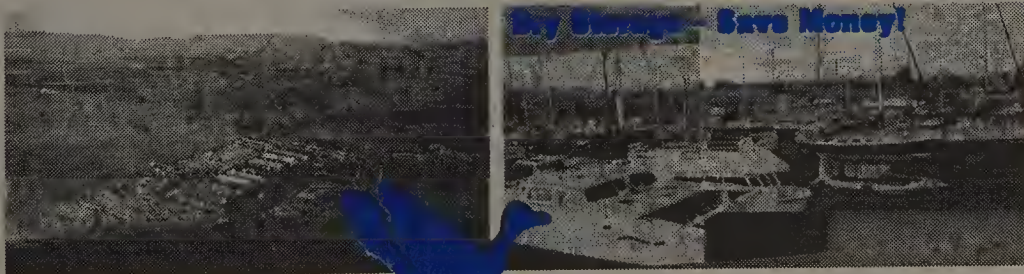
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by crime than other places. Nonetheless, they took the magazine over to the port captain. He made a copy and sent it to his brother in Mexico City, who is apparently the head of all port captains. The port captain did note that it's hard for local authorities to take action if such crimes aren't reported. By the way, it cost us 282 pesos — about \$25 — plus a five-mile cab ride to Pochutia to check in and out of Puerto Angel — even though we were in transit from Acapulco to Huatulco. The port captain was not about to let us get by without checking in, as an assistant came out to our boat early the first morning, collected our documents, and told us the hours the office was open. Polo and some of the other merchants feel the fees are excessive, and are therefore writing to Mexico City to complain. We would also like to echo **Joss** and **Mildred K's** comments about the anchorage situation in Puerto Escondido. It is no longer an option, as it's been entirely taken over by the *panga* fleet. As for Puerto Angel, we found it to be a warm and friendly village in a beautiful tropical setting. Polo and Veronica are great hosts, and serve up

LATITUDE/RICHARD



Wedding bells are about to ring on October 20th for Dick Markie, Harbormaster at Paradise Marina, and Gina, his sweetie.

great meals. Don't miss it!"

"It's mid-April, and most cruisers have left Zihuatanejo," report Brent and Susan Lowe of the Royal Passport 47 **Akauahelo**. "Unlike last year when we rushed down

to Z-town, this year we decided to travel more slowly down the coast, anchoring just about everywhere for a few days. We're glad we did. But just like everyone else, we wanted to spend at least two months in Z-town — what a great place and what great people — which is why we're still here in the middle of April. But it's quiet. In January there are usually more than 80 boats anchored in the bay, but now there are only four — with a couple more over at Marina Ixtapa.

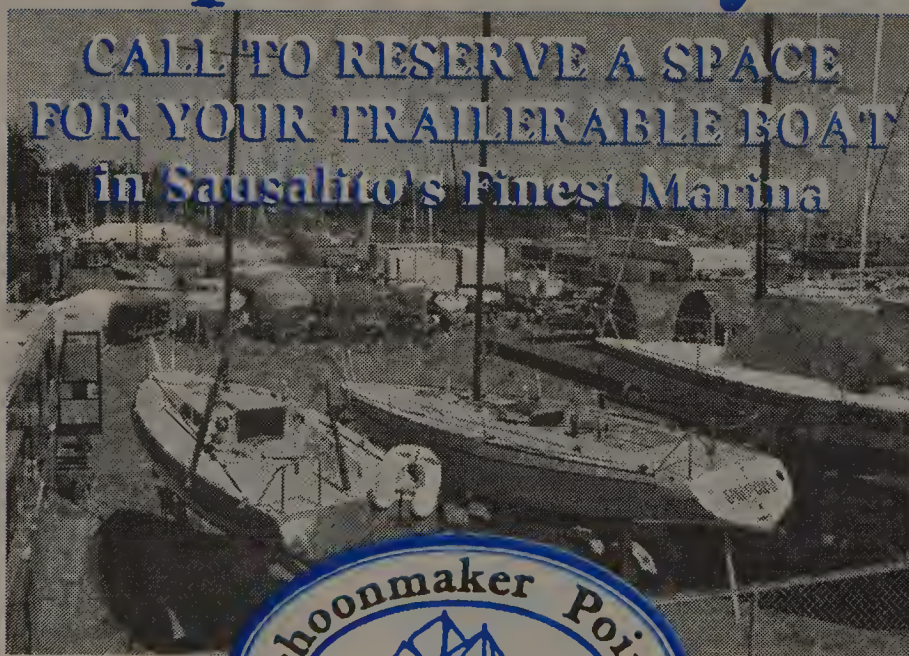
"With the big Mexican Holy Week celebrations in full swing," Brent and Susan continue, "Z-town has truly returned to the Mexicans. But we few cruisers left we are really enjoying the tranquility. Rick's Bar still has good entertainment almost every night, and folks still gather on Tuesday and Friday afternoons for Mexican Train Dominoes — the game that seemed to have taken the cruising world by storm this year. Sunday nights around the central basketball court are still a blast, as we listen to local talent and 'graze' through the food tables. We will be leaving in a week or so to follow the northbounders."

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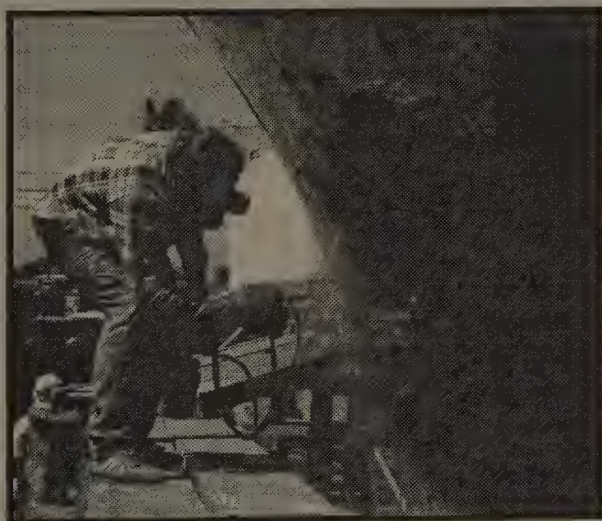
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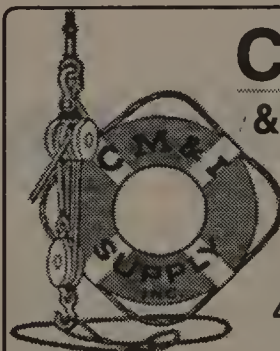
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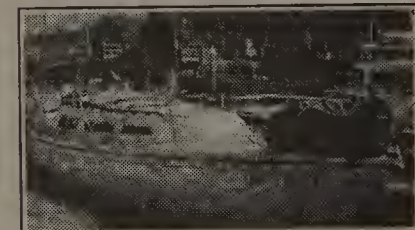
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28-FT GLASTRON SPIRIT SLOOP, 1979. 6-ft cabin. Teakwood interior. Fold-out table. Sink, head, 2 showers, hot water. Wheel steering. Maneuverable. Step on board from dock. 15 hp interior Yanmar diesel (the best). Sleeps 6. Berth: South Beach, next to PacBell Park. \$14,000. Call (415) 820-3923 or email: david@noseitall.com.

MacGREGOR 26X, 1999. Great boat. Moving up. Used only 40 hrs. freshwater. Mercury 50 hp, 4-stroke, Bigfoot, dual fuel tanks. Furling jib, mast raiser, custom covers, cockpit sun shade. Instruments: depth, compass, speed, rpm. Trailer with surge brakes. \$24,950. Call (916) 344-1368.

CATALINA 27, 1974. Step on board and sail away. This boat is in excellent condition. Bottom paint 9/00. All lines go aft. Roller furling jib, DF, VHF, K/M, Tiller master, Evinrude 9.9 o/b, custom cabs, portable stove, head, icebox, lots of extra gear. This boat is roomy and fun. Berthed in Alameda. \$7,400. Call Roger (925) 964-1510 or email: B91585@aol.com.

ISLANDER 28. Volvo diesel, 6 jibs, 2 spinners. 7 Barient winches. Backstay adjuster, lines led aft. Marine head, holding tank, pressure water. Knot, depth, VHF. Heath forces sale of this great little Baysailer. \$16,000. Call (775) 246-0807.

EXPRESS 27, 1982. Good condition with one design and ocean sails, trailer and lots of stuff. \$18,000. Call (408) 743-2308 (days) or (408) 275-0827 (eves).

CATALINA 27, 1972. Good condition. Original owners. Hauled and new bottom paint alternate years since new. 9.9 Mercury outboard. Sausalito berth. \$7,000. (408) 782-6535 or email: jalor2@aol.com.

27-FT WOODEN BOAT. Needs a good home. 1937 E.B. Schock design, California Cruiser. Refitted in 1988, full keel, 2-cylinder diesel, new sails. Well maintained. Recent survey. Baby displaces boat. One's gotta go. \$8,000/obo. Call (831) 459-7674.

CATALINA 250, 2000. Wing keel, wheel steering, 130% roller furling genoa, self tailing winches, enclosed head, propane stove. Honda 8 hp, Raytheon Tridata, cockpit cushions, solar panel, 22 lb. Delta and 13 lb. Danforth anchors. Galvanized trailer, bottom paint 10/2000. \$29,000. Call (707) 321-7264.

BUCCANEER 27, 1975. Refurbished 1995. 4 sails. Much gear, large V-berth, sleeps 4-5, head, nice galley. On trailer, ready to sail, new 15 hp Merc o/b. Best deal on market at \$4,500. Pollock Pines. Call (530) 647-1545.

CATALINA 25, 1980. Excellent condition. 7 hp BMW diesel, main sail 8/98, legal head, bottom paint 12/00, new standing rigging 12/98, dinette, lines led aft, upgraded electrical, shorepower, fin keel, no trailer. Please call (209) 522-0439 or email: mzabel@inreach.com.

CATALINA 27, 1975. Dinette layout, galley head, with 7.5 Johnson outboard and 1985 Trailrite dual-axe trailer. Roller furling, shorepower, VHF, stereo, dual battery. See at Web site: <http://pages/prodigy.net/raymondmurphy>. \$8,900. (916) 978-4024.

MacGREGOR 26, 1998. 2 boats in one. 20 mph. Trailer. Yamaha 50 hp, 4-stroke. Roller furling, alcohol stove, cockpit windows, solar fan, dual battery, covers, sleeps 6. Low use, extras. Loch Lomond slip, San Rafael. \$19,500. Call Sandy (415) 488-9232.

25-FT GAFF CUTTER. Shallow-draft sailing dory type. Wood with some glass sheathing. Home-built 1968. Well organized and equipped, sleeps 4, stove, Porta-Potti, lights, depth, autopilot, 9.9 outboard. Good condition but needs paint job. \$4,000. Call (650) 941-6815 or email: pmacon@bayarea.net.

CHEOY LEE OFFSHORE 27, 1970. Lean and mean pocket cruiser. Full keel, bullet proof. Hull set up for budget cruising. New rig, new deck, new bottom. Lines led aft. 7.5 hp outboard sail auxiliary. Must sell. Possible terms. \$10,000/obo. Call Dave (415) 595-8716.

BRISTOL 27, 1965. "Weekender" model. Large cockpit, lots of sails, sleeps 4 adults. Recently serviced. 7-1/2 hp Mercury o/b. Great Bay boat in great shape. \$4,800/obo. Please call Kevin at (415) 733-0785 or email: keving@tonic360.com for pictures and details.

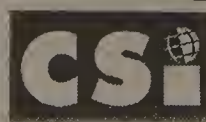


28-FT SLOOP, 1960. Slabby Larson, Denmark. Draft 4'8", beam 8'10", LWL 20, DIS 9,700. Full keel, cutaway forefoot. Hull mahogany on oak, teak decks. 30 hp Perkins, low hours. Montgomery dinghy. Master Mariner. Must see to appreciate. \$22,000. Call Brian (510) 703-8292.

MacGREGOR 25, 1984. All lines aft, jib, 2 genoas, 2 mains, mid-boom traveler, VHF, stereo/cassette, compass, depthsounder, knotmeter, Loran, autopilot, enclosed head, sink, swim ladder, 7.5 Honda with generator, extending tongue trailer. Sleeps 5, pop-top with dodger, anchor, chain locker. \$5,950. Please call (530) 477-4300 or email: jewls@oro.net.

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O'DAY 27 SLOOP, 1977. Four sails. Atomic 4, runs good. Good condition. VHF, stereo, depth, knot, 2 anchors, refurbished interior, electric head, Electrasan. Located Richmond. \$5,000/obo. Call (916) 369-2648.

SEIDELMANN 25. Singlehander, sleek design, roomy mahogany interior, 3 jibs, spinnaker, Harken Windward Traveller, Barent winches, all lines led aft, 6 hp Johnson, 2 anchors, shore power/phone hookup. Point Richmond Marina. \$4,000. Please call Chris (415) 456-6932 or Patrick (707) 473-0308.

BENETEAU FIRST 285, 1988. Excellent condition. Fin keel, fresh bottom paint, forward and aft cabins. H/C pressure water, new dry cell batteries. Speed, depth, Loran, stereo/CD, ProFurl roller furling, wheel steering, stove/oven, head/holding. 2 sets of sails, one set 3 years old. Anchor, safety pack, 6 PFD's. Professionally maintained. Bought a bigger boat. \$28,500. Please call (650) 949-5416.

CATALINA 25, 1978. Fixed keel. 9.9 Johnson o/b. Sleeps 5. Galley/poptop. New bottom paint 1/01. 3 sails, 2 anchors. All lines led aft. Can lease trailer to relocate. Located Santa Cruz. \$4,700/obo. Please call (831) 462-0834.

CAL 25. Over \$15,000 invested, 3 sets of sails, 1998 15 hp motor. New interior, bottom paint 9/00. Custom canvas, electronics and shorepower. Running water, BBQ and more. Greatboat. Moving, must sell. \$7,500/obo. Call (415) 332-3072.

29-31 FEET

RAWSON 30, 1969. Bluewater capable. Interior remodel 85% complete. Insulated throughout. Cabin structurally reinforced and beautifully lined and finished. Diesel rebuilt in 1995. Autopilot, GPS, F/F, VHF. Good ground tackle. Some projects need completion. \$16,000. Call (415) 731-8194.

RANGER 29, 1971. Atomic 4 completely rebuilt. New 155% jib. Many spinnakers. Rigged for singlehanded sailing. Autotiller. Solid boat, needs cosmetics. Laying Dana Point, Orange County. Must sell. Appraised for \$12,000. Reduced to \$6,000. Please call (949) 366-3344.

OLSON 30 #66. Well maintained boat with many upgrades. Double spreader rig, jockstrap, new Honda 4-stroke outboard, epoxy bottom, year-old headfoil and running rigging, GPS, Loran, KVH compass. \$15,500. Call (415) 334-8015.

PACIFIC SEACRAFT 31. Mariah. Excellent condition. New motor, transmission, max prop, rigging, sails, furlers, SSB, Ham, DC generator, solar, wind generator, electric windlass, 36-mile radar, liferaft, monitor windvane, refrigeration and much more. Must see to appreciate. \$75,000. Please call (619) 807-1702.

ISLANDER 30 MK 3, 1974. Harken furling jib, lazyjacks on main, dodger, wheel steering, cockpit cushions. TV, Palmer engine overhauled, natural gas cooking, microwave, Avon Redcrest dinghy. Numerous accessories and spare parts. Please call (408) 739-2692.

ISLANDER 29, 1965. Strong, recently hauled and surveyed. Atomic 4, recent rebuild. Great Bay boat, fully equipped, ready to sail. \$6,000/obo. Please call Brad (925) 352-4131 or Cliff (510) 428-2855.

CAL 29, 1973. Good, clean, solid Bay and Delta boat. Lots of upgrades, sails and spares. All lines led aft, autotiller, new Atomic 4 spare engine. Too many upgrades to list. \$13,200/obo. Please call (209) 823-5033 or email: svos@peoplepc.com.

CATALINA 30, 1984. Standard equipment plus autopilot and 1000 watt inverter. Located in Astoria, Oregon. Asking \$30,500. Call (503) 641-3219.

ALBERG 30, 1972. New diesel engine, new rigging, new everything. Buffed and ready to sail. Excellent condition. \$19,500. Call (510) 697-5189.

BODEGA 30, 1976. Full keel cruising sloop. Radar, Autohelm, liferaft, 9-ft Zodiac, anchor windlass, 5 sails, solar panels, Force 10 heater, GPS, VHF. Ready for cruising. South Beach slip. \$19,000/obo. Call (650) 694-4796 or email: johnmcn@yahoo.com.



BIRD CLASS, 1932. Sail/race a classic in SF Bay Bird Class Association/Master Mariners Regatta. Excellent Atomic 4 inboard. \$15,000 invested in past year. Fresh haulout. Asking \$6,500. Call (415) 333-3939.

LOOKING FOR OLSON 30 or similar well-built lightweight. Hull should be in good condition, rig and sails less important. Will pay \$10-13,000. Call (510) 522-1626.

ERICSON 30. Atomic 4 in excellent condition. Motor recently hauled. All new interior cushions. Sturdy family or beginner boat. Just enough wood trim. Radio, depth-sounder, Loran, refrigerator. \$17,000. Call (408) 719-8598.

DUFOUR ARPEGE 31, 1970. Classic in excellent condition. New: Sterling paint (hull and top side), bottom paint, Garmin GPS Map 235/sounder, interior cushions, windows, thru-hull valves, holding tank/macerator pump, automatic bridge pump, AGM batteries (2), VHF antenna, mast wiring, tri-color strobe light, wind, speed, direction meters. Additional equipment: Apelco Loran C, VHF radio, 1.5 oz spinnaker, 3/4 oz spinnaker, spinnaker and whisker poles, Ritchie 4" compass (2), 30 lb CQR anchor, AC/DC Unifridge, Origo 3000 stove, cabin heater, inflatable dinghy, S/S BBQ, Volvo 15 hp diesel, Martec folding prop, all sails excellent condition, sleeps 6. Located in Alameda. Info/Photos: www.geocities.com/paulbiery. \$28,500. Call (925) 243-0678 or email: Salln50@home.com.

ISLANDER WAYFARER 29, 1967. Recent rigging, 5 bags sails, spinnaker and pole, lines led aft, 4 winches, bronze windlass, 3 anchors with tackle, alcohol oven. Atomic 4 runs, needs work. Limited showing, no start, no sea trial. \$5,000. John (408) 742-1265.

CATALINA 30, 1979. 12 hp diesel, roller furling, 2 drifters, 2 whisker poles, refrigerator, full galley, pressure water, custom cushions, sleeps 7, VHF, 2-speed self-tailing winches, wheel, 2 anchors, trailer, all in great condition. \$19,995. (415) 921-8061.

C&C 30 MARK II, 1987. Yanmar diesel, keel stepped mast, rod rigging, moderate displacement cruiser racer. Neat interior layout. Dodger, blmni, propane stove, charger, CD player. Little used boat looks like new. Mariner Village berth. \$45,000. Call (408) 263-7877.

YANKEE 30. Sparkman and Stephens designed cruiser racer, fast, comfortable, good-looking, easy to sail. Equipped for cruising, nine sails, four anchors. Channel Islands Marina. \$14,000. (530) 274-3738 or email: mccammoj@hotmail.com.

CAPE DORY 30 MK II, 1987. Contemporary/classic cruising boat. Excellent condition. Custom teak interior with full nav station, custom cabinetry, ample storage, custom Bomar hatches and Spartan portlights, head with stall shower, hot/cold pressure water, propane stove/oven. 21 hp Westerbeke, ProFurl, CQR, windlass, autopilot, VHF, depth/knot. \$55,000. (408) 288-5092.

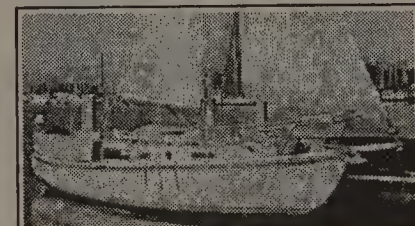
INTERNATIONAL DRAGON. Classic mahogany over oak Olympic one design racer. Built in Finland in 1954, she's well known to many of the Bay's best woody sailors. Supurb maintainance, refastened, race ready. Sacrifice sale. \$2,500. Please call (415) 467-7239 or (415) 793-3774 (cell).

SCHOECHL SUNBEAM 30, 1986. Possible SF slip. Lloyds certified. Austrian built offshore cruiser. New Garmin GPS and chartplotter with coastal maps, bottom paint 2000, new batts & charger. Roller furling genoa, Lewmar and Enkel hardware, cruising chute, VHF, depth, bimini, Yanmar 16 hp with folding prop, pressure h/c water with shower, full galley, stereo, fridge. \$34,000. Call (415) 637-1325.

ISLANDER MARK II, 1972. Great Bay and weekendender. Wood interior, dinette, roller furling jib, tiller, Palmer gas and new batteries. Overall this boat is in good condition and ready to go including the dishes. Motivated seller. \$12,500/obo. (510) 337-0957.

ERICSON 30+, 1985. Race/cruiser, 7/8ths fractional rig, excellent Bay boat, Universal 2-cyl diesel, sleeps 6, roller-furling headsail, both sails in good condition, new cushion covers, VHF, pressure water, sweet @ \$24,500. Call (707) 539-5900 or email: lloyd@iol25.com.

30-FT S2 9.2A. Quality boat in great condition. Nice teak interior, clean Yanmar diesel, wheel steering, pressure water. Recent roller furling, rigid vang, backstay adjuster, canvas and more. Standing rigging 1997. Bottom paint 2001. Price reduced. \$20,500. Call (650) 726-6592.



30-FT ATLANTIS ENGLISH SLOOP. Heavy hand-laid proven cruiser. All new sails, recent Yanmar, shaft and prop, Harken furler, rigging, windlass, wiring, winches, inflatable dinghy, blocks, head, cruising gear and spares. Needs cosmetics. Berkeley liveaboard berth. \$11,000/obo. Call David (510) 917-0829.

NEWPORT 30 MK II, 1977. Gary Mull design. Fully race ready. Roomy cruiser. 10.5' beam, 6'2" headroom. Recently rebuilt engine. New battery, 3 genoas. Handsome yacht. Going to a bigger boat. Come see it. \$16,750. Call (415) 925-1776.

RANGER 29, 1974. Great Bay boat, ready to sail. Atomic 4 purrs. Storm jib, 90, 120, 150, spin, 2 mains. Pressure water, stereo, VHF, depth, knot, autobilge, boomtent, lines aft, teak interior. \$11,800. Please call (707) 996-0229 or email: dsobel@vom.com.

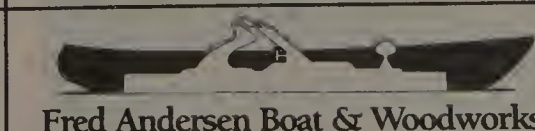
ALBERG 30, 1968. A beautiful classic fiberglass cruising sailboat. Varnished teak trim. Universal gas engine. \$19,500. Call (510) 758-0522.



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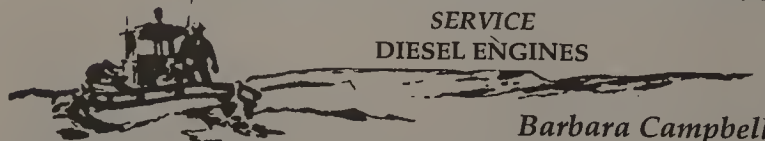


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FARALLON 29, 1976. Ruggedly built blue-water cruiser. Sleeps 6. 13 hp Volvo MD6B. Dodger, spinnaker, lapper. 200-ft chain, 2 anchors. High-density foam cushions. Some work needed. Berkeley Marina, A Dock, Slip 30. \$7,500. Michael (510) 655-4740.

J/29 1985. Successful race record in SoCal. New .6 poly chute. Lots of equipment. 60-lb, 10 hp inboard. Faired bottom with epoxy barrier. \$16,500. Call (805) 452-7223 or email: tony@rasy.com.



ANGELMAN SCHOONER 31, 1962. Sea Witch. Mahogany on sawn mahogany frames. Heavily built. Bronze throughout, teak decks, full boat cover. Extensive rebuild this year. Interior/exterior gorgeous. Isuzu 4-cyl diesel. Runs perfectly. In San Diego. See photos at Web site: www.moreaboat.com. \$50,000. Call (415) 218-5042.

32 TO 35 FEET

ATKINS 34 KETCH, 1960. Yellow cedar on apitong. Recently refastened with bronze. Yanmar diesel with low hours. 10 sails, teak decks, new Force 10 stove, Furuno radar, autopilot, GPS. A beautiful and meticulously maintained classic in SF Bay. \$50,000. Call (503) 708-7508.

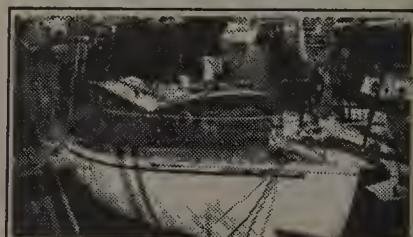
J/35, 1988, #220. Cruising interior, wheel steering, H/C water, new Yanmar. Harken RF, KVH instruments, Northstar GPS/Loran. 9 sails, templated foils, needs nothing. Cruise the San Juans and sail her home. Located in WA. \$69,900. For photos and details please call (425) 337-0304 or email: bblosten@seanet.com.

YORKTOWN 33, 1971. New paint, new Yanmar 27 diesel. Roller furling, radar, VHF, Loran, GPS, depthfinder, wheel, axle tiller, dodger. Weather curtains, new upholstery, new Force 10 stove. Microwave, TV/VCR, autopilot, windlass, 5 sails, 4 anchors, new 12v coldmachine. Call (626) 917-1286.

CREALOCK 34, 1987. 13 years of TLC by only owner. Completely cruise equipped. New rigging and chainplates. Provision and go. Lying Honolulu. \$125,000. Photos and inventory: <http://home.hawaii.rr.com/nisku>. Please call (808) 947-1612 or email: nisku@hawaii.rr.com.

ARIES 32, 1981. 12v ref, 4-person liferaft, diesel heater, radar, self-steering and more. \$25,000. Call (650) 799-3207.

CATALINA 320, 2000. Diesel. Upgraded equipment. Double reef main, roller furl genoa, all halyards/reef lines led aft. Oversized bow/stern ground tackle. Speed, depth, GPS, VHF, AM/FM, BBQ. Walk-thru transom. Reduced to \$79,000. Call (805) 570-9821 or email: randy@sbguide.com.



ATKINS ERIC 32, 1978. All teak. 50 hours on rebuilt Volvo MD3B diesel. Dodger, Monitor vane. Webasto forced air central heat. Boat show condition since new. Cruise veteran. Very comfortable. Beautiful interior. Teak decks. Sails very well. Asking \$44,000. (510) 234-9552.

WESTSAIL 32, 1973. Excellent condition. Well equipped. Call (209) 639-2269.

HANS CHRISTIAN 33. Traditional in bristol condition and fully loaded for world voyaging. See Web site: www.svjennyp.org for complete specs and photos. Asking US\$118,000. Call (425) 936-3054 or (206) 297-9572.

CATALINA 34, 1987. For the serious cruiser. Complete refit and remodeled 1997. Would ask \$65,000 if this were located in CA. Refit includes: replaced aft slide windows with SS opening ports, forepeak remodeled to make queen sized bed and double the storage area, doubled water and fuel capacity, added 5000BTU a/c and 2.5 kw Yanmar diesel genset, deck pressure shower, all chain anchor rode with elect. windlass, rigid boom vang, roller furling headsail, hard dodger, Monitor windvane. If you ever considered cruising the Pacific, here it is already delivered to the best cruising area. Well worth the trip to Majuro, Republic of the Marshall Islands. \$39,000. Call Dick (692) 625-0586 or email: svawesome1@hotmail.com.

RANGER 33, 1978. Solid fiberglass hull, Atomic 4, Force 10 two-burner stove/broiler, dual-propane, Statpower 40amp charger with AGM batteries. Five bags of sails. Headfoil, hydraulic backstay. All lines led aft, self-tailing winches. \$19,000. Please call (831) 480-6088.

SPARKMAN AND STEVENS 32. Round bilge, flush deck, steel sloop. Comfortable, roomy interior for cruising or liveaboard. Recent Mexico vet. Much quality cruising gear, Perkins 4-108, autopilot, windvane, Ham, refrigerator, fireplace, hard and soft dinghies, lots more. \$40,000. Please call (510) 769-6594.



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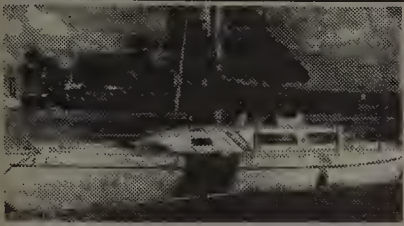
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HOBIE 33. Fixed keel model. Extremely competitive on San Francisco Bay. Equipped for racing (extensive sail inventory included in price) or cruising (sleeps 6 comfortably). New bottom paint. \$22,500. Call Gayle (510) 521-6623.

32-FT ALLIED SEAWIND II KETCH. Thomas Gilmer designed offshore cruiser. Refit 1995. Monitor windvane, roller furling, full sail inventory. Ham radio, radar, GPS, watermaker, sewing machine, spares. Check Allied Seawind Web page for reviews. Call for full inventory. \$50,000. (510) 915-5146.



PETERSTON 33. Fast, strong coastal/club racer with upgraded custom rigging, 5 headsails including spinnaker. Beautiful teak interior with nav station, galley and CNG stove, berths for 7. Yanmar diesel, Barent winches. New: prop, VHF, Autohelm Tridata. \$23,000. Call (408) 776-4675.

SWIFTSURE 33, 1960. 10-ft beam, Phillip Rhodes design, great lines, fiberglass sloop. Shoal-draft keel/centerboard, Atomic 4, bronze fittings, self-steering vane, VHF, refrigerator, alcohol stove, depth gauge, battery charger, solar panel, dodger, beautiful boat, needs some work, must sell. Best offer please call (916) 925-3801 or (916) 488-3032.



35-FT FRANS MAAS CLASSIC. Strip-planked iroco over steel frames and straps. This one was built for offshore racing. She has recently been upgraded with new standing rigging, running rigging, and Hugin sails. Everything led aft. Harken furler with 130% tri-radial jib and more. If you like classic woodies you just might want to see this one. \$29,000. Call Elton (510) 459-4044 (work at Svendsen's Chandlery).

PEARSON VANGUARD 32, 1965. New Yanmar diesel, teak salon, windvane steering, Autohelm, solar panel, watermaker, all cruising sails. Force-10 propane stove, Lewmar portlights, stainless mast step, more. Located San Diego. \$24,900/obo. Please call (760) 375-8634 or email: dangburnett@hotmail.com.

32-FT GULF MARINE SLOOP, 1968. Rhodes designed, classic look. Fiberglass, full keel, Westerbeke diesel and more. Excellent cruising or small liveaboard. Dana Point Marina. \$16,000/obo. Please call (949) 493-9594 or email: AEMKG@aol.com.

ISLANDER BAHAMA 33, 1970. Completed 5 year circumnavigation, 1995-2000. Comprehensive pre-cruising rebuild/refit, 1994-95. Yanmar 2GM20F diesel, 1995. Full set of sails plus storm, gennaker and roller furling. Monitor windvane, 2 Navico autopilots, 4-person liferaft, 406 EPIRB, abandon-ship bag. Series drogue, 2 watermakers, radar, GPS, sextant, charts galore. CQR 45 + 200-ft chain, Bruce 33, 2 Danforths + 600-ft chain/rode. Simpson Lawrence windlass, Siemens solar panel. New epoxy bottom, 1998. Topsides brite-work, deck and bottom redone in July. Very spacious cabin thanks to flush-deck design. Vessel in beautiful condition and virtually ready to go again. Berthed in Berkeley. \$26,500/obo. Call (510) 486-1617.

CAL 34, 1976. Furling, epoxy, wheel, dodger, ss fuel tank, survey. \$13,500 or \$29,500 with new diesel, trans, v-drive. Call (925) 372-6540.



ERICSON 35 MK III. For sale by original owner. Professionally maintained at Anderson's Yard since new. North Sails new '97 include full-batten main, 90, 120, 150 jibs, Star-cut spinnaker, full and shy gennakers. Autohelm 6000 below-deck autopilot, Garmin GPS with map plotter, VHF, stereo, TV, VHS, all teak interior, 10' West Marine dinghy with 8 hp Nissan outboard, mast rebuilt '96. New sails '97, new canvas '98, new electronics '99, Epoxy bottom job '00. Outstanding condition. \$88,000. Call Ray (415) 898-4211.

WESTSAIL 32. Was boatshow boat with all options, newer deck style with skylight, oversized self-tailing Barents, Arles vane, teak interior, Skipper head (brass), brand new standing & running rigging, 5 sails, Volvo 3. \$40,000. Call (415) 453-4255.

PETERSTON 34. Hawaii doublehanded cruising veteran. Clean, strong. Add minimal equipment, go cruising this year. Structurally stiffened for performance ocean voyages. Yanmar diesel. Upgraded liveaboard/cruising interior. Windvane, windlass, 3 anchors, storm sails to spinnaker, dodger, awnings, refrigeration, etc. \$42,500. Call (510) 235-6679.

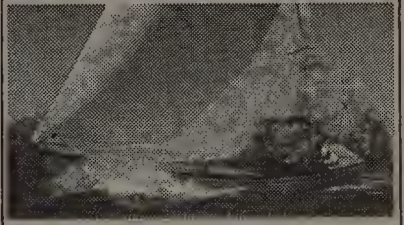
YAMAHA 33, 1978. Great shape. Dodger, monitor, autopilot, inflatable with outboard, VHF & handheld, 70 amp alternator & regulator plus much more. Returning from Mexico, SoCal in June, NorCal in July. \$45,000. Email: littleboattrip@hotmail.com.



DREADNOUGHT 32. Double ender cutter rigged sloop. Mexico vet. Recent \$65,000 refit: rebuilt diesel, solar, rigging, sails, radar, windspeed, point, depth, knot, Aries, autopilot, Force 10 heater, 3-burner, refrigeration, epoxy bottom, etc. \$28,000. Call (310) 428-8319.

NORWEST 33. Beautiful, locally built, semi-custom cruiser. Sleek (CCA), fiberglass, full keel. Not a production boat, built by craftsmen/sailors, not laborers. She's a big step above. Must see. Photos/specs at Web site: briefcase.yahoo.com/floatin_high. \$38,000/trade up/down? (510) 290-6027.

SANTANA 35, 1983. 20 hours on rebuilt Volvo. New elec. toilet, refridge, GPS, hot water, autopilot, Honda generator, 12 bags of sails, some Kevlar. See photos at Web site: www.geocities.com/the_santana. Sacrifice at \$25,000. Call (650) 341-7718.



OPUS 34, 1983. Danish built, Swan quality. For sale by original owner. 25 hp Volvo diesel with 3-blade folding prop, 3 jibs, 2 mains and spinnaker gear. In great condition and fully equipped. This beautiful tumblehome sloop is a must-see. \$49,000. Call (415) 383-3154.

ERICSON 32, 1975. May be the fastest Ericson 32 on the Bay. Twice Regional Champion in Southern California by prior owner. Loads of sails (13), some Pineapple Sails used only twice. Major retrofit in '94 (rigging replaced, mast rewired/repainted, etc). New bottom job fall 2000. All 110v electrical replaced in fall 2000. Wind and speed instruments. Atomic 4 that runs great. Folding prop. Wheel steering. Boat covers. \$19,500. Please call (916) 446-8052 (eves) or (510) 610-0311 (mobile) or email: admin@grac.org.

COLUMBIA 34, 1972. Extremely roomy and comfortable. Excellent headroom. Strengthened for coastal cruise. Grey Marine gas. Recent new rigging. Possible San Francisco Marina Green slip. \$25,000. Call (707) 994-6647.

CHALLENGER 35 SLOOP, 1974. Refurbished. Large interior and cockpit, 6' 6" headroom. H/C pressure water, shower, TV/VCR, new fuel tank, 54 hp diesel, radar, 2 GPSs, 5 sails including cruising spinnaker and roller furling jib, oversize standing rigging, autopilot, stereo, 2 VHF, new upholstery, new canvas covers & lee cloth, new injector pump on engine, 3 bilge pumps, charming wood interior, bullet proof hull, cut away full keel, 4-burner stove/oven, battery monitor system, solar, high output alternator, multi-stage charge controller, sleeps 5, Mexico vet 1989, easy to sail, 3 anchors and full chain rode, windlass, new thru hulls, more. \$25,000 for 1/2 interest. In Santa Cruz. See pictures at Web site: http://members.cruzio.com/~kamlars/ Please call Neil (831) 338-6517 or email: Kamlars@cruzio.com.



35-FT C&C MARK III, 1983. Excellent cruiser/racer. Priced thousands below market value. This boat has been very well maintained. 5 bags of sails. Ready to race or cruise. Go fast in comfort. Must sell immediately. \$41,999. Call (310) 804-7535.

CATALINA 320, 1999. Very clean and only 27 months old. Yanmar diesel, battened main, 130% genoa, 90% hi-tech jib, both roller furling. Knotmeter, depthsounder, windspeed and direction. Instrument repeater at the nav station. VHF, CD player with remote and 4 Bose speakers. 2-burner propane stove with oven, refrigeration, hot/cold pressurized water, microwave and safety gear. Fast, roomy and fun. \$89,900. Call (916) 419-1209 (wkdays) and (916) 300-6859 (weekends only).

NICHOLS 34 SLOOP, 1961. A classic, narrow blue water cruiser. Wood and fiberglass hull. Excellent condition. Vessel in final stage of a refit: new deck, cockpit and galley (1996). Immaculate. Needs engine. Sail inventory. Sausalito slip. \$10,000. Call (415) 332-8852.

36 TO 39 FEET

ISLANDER 36, 1973. Newly rebuilt Perkins 4-108, dodger, hauled 3/01. Clean boat. Roller furling. \$35,000/obo. (925) 778-9018.

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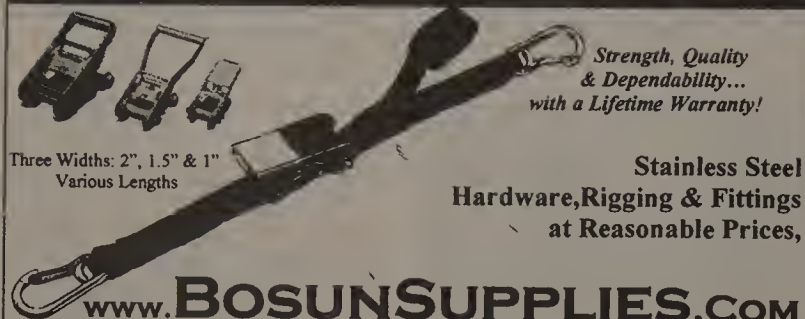
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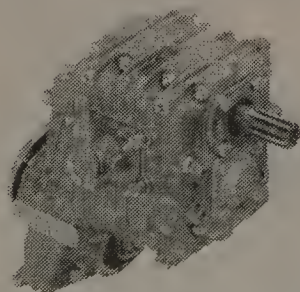
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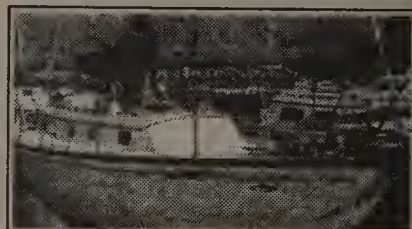
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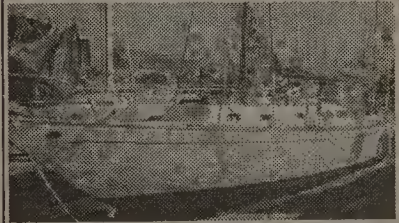
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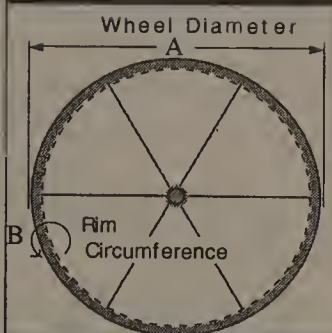
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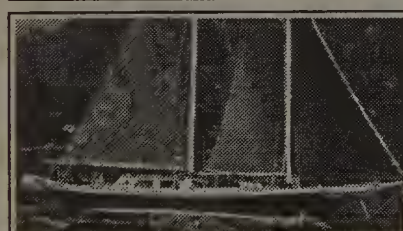
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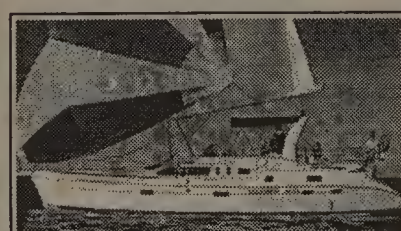
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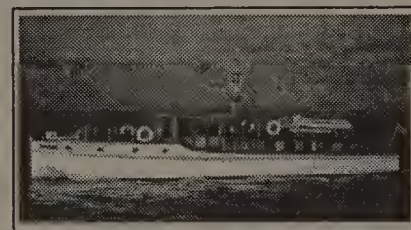
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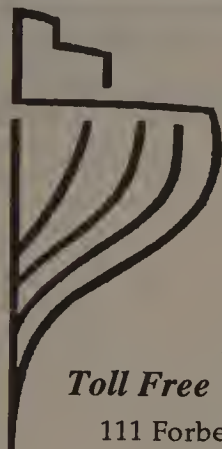
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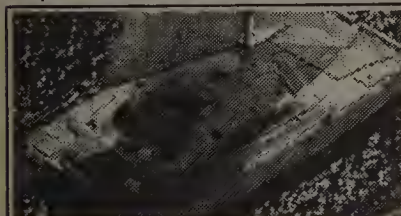
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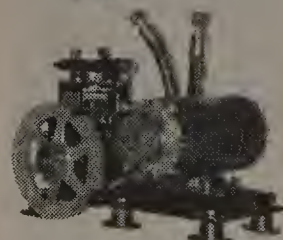
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SINGLE AXLE. Laser sailboat or similar-in-size trailer. Painted white. In great shape. Includes spare tire. Presently set up for a Laser. \$450. Please call Greg Miller (408) 497-6107.

ROBUST CONTRUCTION FOR SAILBOAT. Double axle, low miles, surge brakes, two locking equipment boxes. Frame in good condition. Just Invested \$800 in 4 new Michelin tires and brakes. \$3,500/obo. Call Doug day/night (510) 272-9700 or leave msg.

1997 V&M BOAT TRAILER. New, never used, stored inside. Tandem. 5,500 GVW surge brakes. Winch, chrome wheels, tongue jack, bearing buddies. Set up for power boat but can be converted to shoal draft sailboat. \$1,950/firm. Please call (559) 322-5420.

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1986 PERKINS 4-108. Runs strong. Needs front and rear seals. Tested - good compression, no blow-by. 4 new injectors, waterpumps, filters, oils and diesel and other parts for cruising included. Rebuilt fuel injectors and heat exchanger in 1999. \$1,500. Call (775) 882-6028.

HARKEN BATT CAR SYSTEM. 17 cars, 60-ft track and hardware, cost \$2,500, asking \$500. Lg Baja filter, \$95. 72 amp marine alternator, rebuilt, good spare, \$35. Baltic Boom, e-16.7, \$100. Banks mainsail, 9.1 oz, excellent, p-69.5, \$700. Please call (650) 854-6008.

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FAMAYA SEXTANT. Traditional, brass, \$400. 3 C-Map NT charts, for SoCal, Baja and Mexico mainland, half price, \$100/each. Refrigeration gauges, new, \$40, 50 amp ground isolator, cost \$170, saves dings, asking \$85. Charcoal Magma BBQ, \$40. 45-lb. CQR-style anchor, \$150. Raytheon loudhailer box, no speaker, \$40. 30A, 50-ft 3-phase shorepower cable, \$100. Call (408) 353-3635 or email: ullagar@pacbell.net.

WESTERKEBE 4-107 DIESEL. Paragon direct drive. Running condition. \$950. Call (925) 837-6564 (fax/msg).

WORLD RECEIVER-GRUNDIG YB 400. Never used. \$250 new, asking \$125. Sony underwater video camera housing. Like new. \$800 new, asking \$450. Larry (949) 340-9675 or email: lfsearose@home.com.

USED HOOD BENETEAU M38 SAILS. Great 120% furling jib, 410 sq.ft., blue sunbrella cover, \$400. Fair main, I=47.50, J=13.80, P=41.70, E=15.80, sturdy, \$200. Excellent spinnaker, 1,081 sq.ft., red/white, fouser, \$700. Call (707) 748-4200.

17-FT SPRUCE MAST & 17-FT BOOM. 7-1/2" x 5-1/2" mast, deck mounted. Includes all standing rigging and older model 24-mile Raytheon radar. Excellent condition. \$2,000. (415) 331-7177 or email: hyde@aol.com.

YANMAR 2QM15 2-CYLINDER DIESEL. Transmission, all accessories. Just rebuilt, new pistons, cylinders, rings, main and rod bearings, valve grind, manuals. Will demo run at my home. \$3,250. For specifications please call (530) 893-5325 or email: cvalenci@mail.csuchico.edu.

GAMEFISHER 9.9 HP OUTBOARD. 2-stroke, 2 years old, \$800. Raytheon 2600 radar, \$500. Force 10 kerosene heater, \$100. ICOM 735, \$750. Achilles 8-ft. inflatable, \$200. New Whitlock "Cobra" steering pedestal with 30" destroyer wheel, \$300. Call Tim (831) 239-9075 (eves).

DIESEL ENGINE FOR SAILBOAT. 3-cylinder Atomic Universal, 23 hp with transmission. Runs great, good condition, good replacement for Atomic 4 gasoline engine. \$2,800. Peter (510) 325-3249.

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2000 HONDA 5 HORSE OUTBOARD. Longshaft, perfect condition, used 1 hour. \$1,200. Please call (408) 294-0737 or email: cnoe@aol.com.

4/4 WHITE OAK. Air dried, \$3.00/bd. ft. Nissan 60 hp diesel, \$1,500. Isuzu 55 hp diesel, \$1,300. Seagull 5 hp long leg, \$300. Atomic 4 replacement (Palmer), \$900. Oak stakes for lawyers' hearts, free. All above complete with trannies, etc. and run well. Call (415) 457-8616.

WESTERBEKE 4-107 DIESEL. Complete with transmission, v-drive for parts. \$1,000. (925) 372-6540.

PREVALIER 8D GEL BATTERY. New, unused, \$350. 160-ft 3/8 BBB used chain, \$125. 2-bladed Four Winds generator, \$100. Staysail with 11'6" boom: 28'10" leech, 25' luff, 10'6" foot (38-ft boat). Call (415) 453-8348.

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DEARBOATERS: Terry Francois Boulevard is to be realigned, and includes the following improvements: a new boat parking lot adjacent to Pier 54, modification to the existing public boat ramp adjacent to the Bay View Boat Club, and a new boat ramp and floating dock system at Pier 52. Construction will begin in May 2001 on the new Terry Francois Boulevard including modification to the existing public boat ramp. It is anticipated that the public boat ramp will be closed from July 5th to July 27th. In January 2002, the Port of San Francisco will begin construction of the new boat parking lot and floating dock, which should be completed by June 2002.

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CLUB NAUTIQUE. Passagemaker couple (two friends or family members is okay). 3 locations in the San Francisco Bay. Includes all lessons, beginner through Coastal Passagemaking, plus refresher training. Charter discounts, yacht club membership. Free trainer. Our price to you \$3,700/obo. Call (650) 903-9857 or email: mary@malindi.com.



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CAN YOU HELP? Youth Guidance Connection is a community based, non-profit organization which works with "at risk" and "high risk" kids within the Sacramento County Probation Department. We're looking for a heavy cruiser suitable for the Bay, in the 30-ft range, or a heavy trailable, such as a Balboa 27. Your donation, which is fully tax deductible, will enable us to provide positive alternative activities and help direct young people away from a life of crime. Call Dave (916) 875-0576.

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NEW SLIPS FOR SALE. Friday Harbor, San Juan Islands, WA. Harborview Marina. 54-ft, 60-ft and 124-ft slips. Cement, steel pilings, water, sewer, telephone, cable, 50 amp, laundry, storage, showers. Walk to town, airport, ferry. Lease option list forming. For more information see our Website: www.harborviewmarina.net. Phone/Fax: (206) 842-0777 or email: info@harborviewmarina.net.

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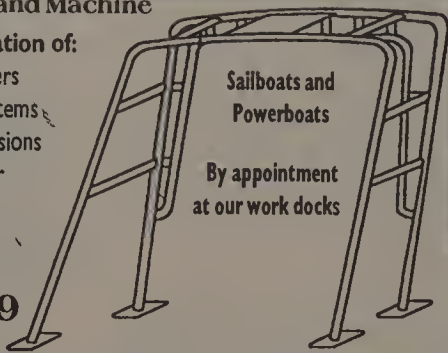
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PIER 39, 36-FT SLIP. 35 years left. On C dock, midway down. Near Fisherman's Wharf in San Francisco. \$9,500/firm. Please call Ray (360) 647-7942.

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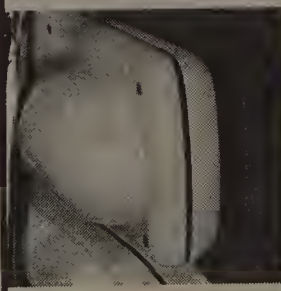
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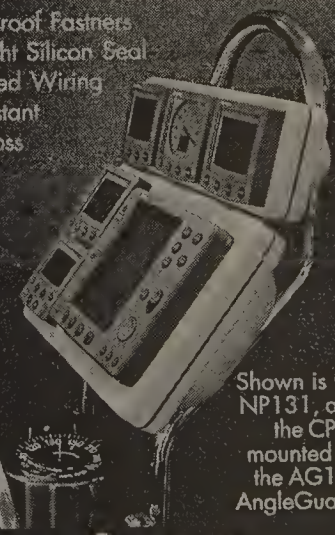
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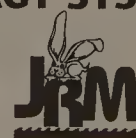
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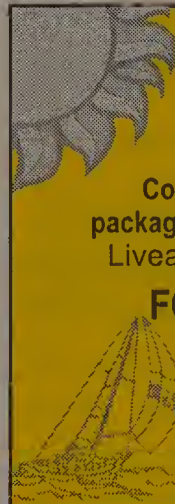
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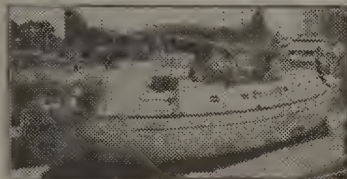
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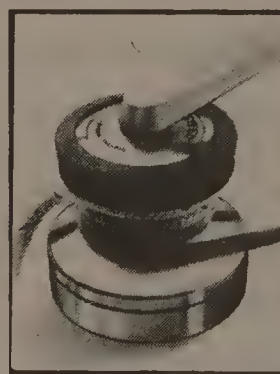
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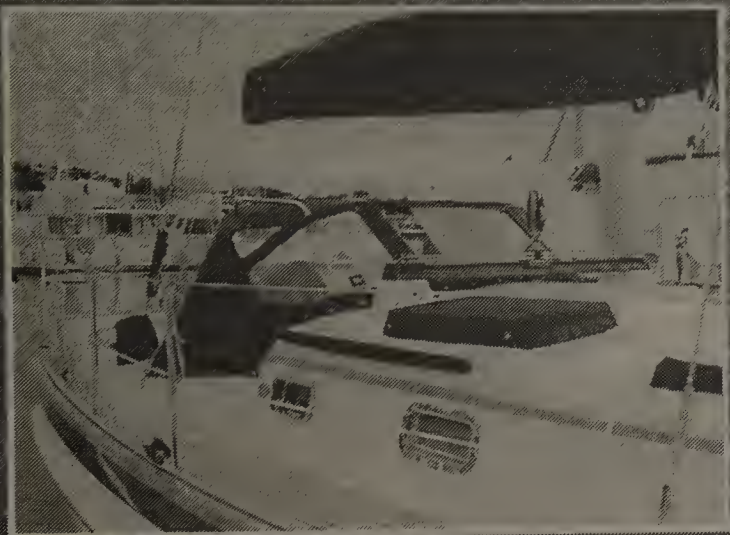
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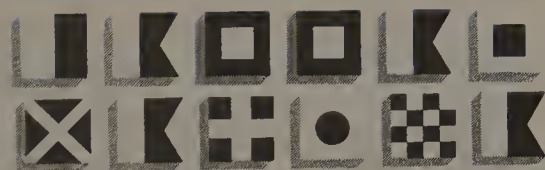
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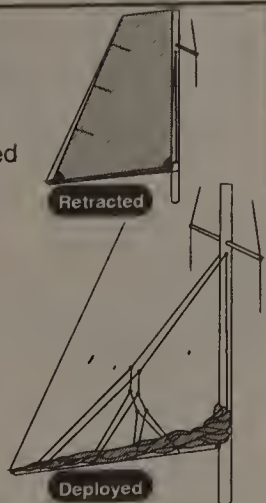
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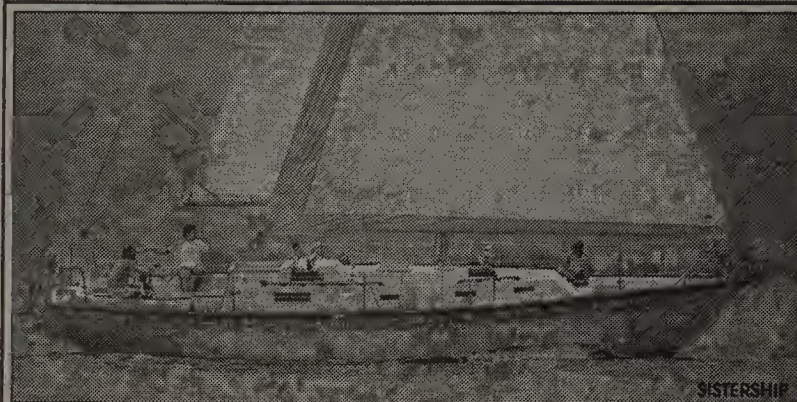
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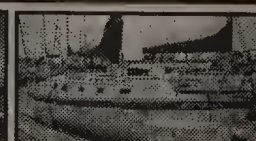
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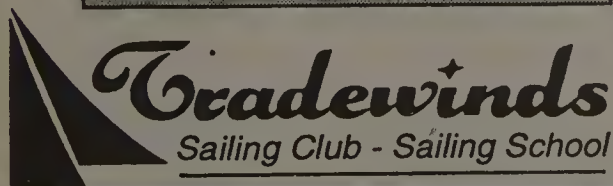
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1980	60	Custom Trimaran	220,000	MZ
1973	53	Custom Cutter Rig Ketch	390,000	MZ
1986	50	Hudson Venice	299,900	MZ
1968	48	Trewes Steel Ketch	50,000	PV
1997	45	Hunter Passage 450	257,500	MZ
1981	45	Mull Custom Aluminum	199,000	PV
1979	45	Explorer Ctr Cpt Ketch	TBA	MZ
1984	44	Cheoy Lee Cutter	118,000	SC
1978	43	Gulfstar Sloop	88,000	MZ
1994	42	Hunter Passage	173,000	PV
1990	42	Catalina	129,900	-
1979	42	Pearson 424 Ketch	115,000	PV
1977	42	Whitby Center Cockpit	119,000	MZ
1979	41	Cooper 416 PH	95,000	MZ
1988	40	Acapulco Cutter	59,900	MZ
1986	38	Westwind	79,000	MZ
1978	38	Cabo Rico	87,500	MZ
1986	37	Crealock	149,000	PV
1987	37	J Boats	97,000	PV
1983	36	Catalina	TBA	MZ
1981	36	J Boats	49,000	PV
1981	36	Watkins Sloop	75,000	SC
1976	35	Ericson (Diesel)	29,900	MZ
1994	33	Riviera Sportfisher	185,000	-
1978	32	Westsail Cutter	59,000	SC
1991	32	Swain Steel Piothouse	58,000	MZ
1987	30	Aloha Sloop	25,000	SC
1971	29	Cal (deal pending)	18,500	PV
1964	28	Pearson Triton (deal pending)	7,000	SC
1957	27	Block Island Sloop (Diesel)	12,500	PV
1985	26	Beneteau Sportboat	19,900	PV

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Wauquiez	Centurian 61s	Mea Culp	St. Martin	1994	\$660,000
Jeanneau	Sun Odyssey 51	Hail to Reason	Puerto Rico	1990	\$110,400
Jeanneau	Sun Odyssey 51	Vega Star	Tartola	1994	\$144,800
Jeanneau	Sun Odyssey 51	Scarpian Star	Tartola	1994	\$144,800
Jeanneau	Sun Odyssey 51	Canopus Star	Union, Carribeon	1994	\$144,800
Beneteau	Oceanis 510	Le Latai	Marseille, France	1992	\$136,200
Beneteau	Oceanis 510	Alkaid Star	Tartola	1994	\$144,800
Beneteau	Oceanis 500	Alydar's Hape	Carsica	1990	\$103,200
Beneteau	Oceanis 500	Caerlean	Puerto Rico	1991	\$110,400
Gibert	Gib Sea 472	Dragon Star	Carsico	1994	\$117,600
Gibert	Gib Sea 472	Dauphin Star	Tartola	1995	\$123,300
Jeanneau	Sun Odyssey 45	Mamma Babs	Tartola	1996	\$220,000
Beneteau	Oceanis 440	Tadi	Puerto Rico	1991	\$ 88,900
Beneteau	Oceanis 440	Tom Ralfe	Puerto Rico	1991	\$ 88,900
Beneteau	Oceanis 440	Anibal	Annapolis	1996	\$114,600
Beneteau	Oceanis 44CC	Isabelle	Tartola	1996	\$150,000
Beneteau	First 42s7	Pracyan Star	St. Martin	1995	\$ 96,100
Beneteau	First 42s7	Orion Star	Tartola	1995	\$ 96,100
Beneteau	First 42s7	Nash Star	Antigua	1995	\$ 96,100
Catalina	C-42	Island Time	Tartola	1996	\$135,000
Hunter	40.5	Bacchus 11	Tartola	1996	\$ 86,000
Beneteau	Oceanis 400	Havika	St. Vincent	1994	\$ 89,600
Wauquiez	Centurian 36	Magnum	St. Martin	1994	\$120,000
Jeanneau	Sun Dance 36	Bellypha	Cuba	1990	\$ 40,100
Beneteau	Oceanis 351	Sea Ya	St. Vincent	1994	\$ 62,000
Beneteau	Oceanis 351	Michele	Annapolis, USA	1995	\$ 77,400
Beneteau	Oceanis 351	Dami	Annapolis	1995	\$ 68,800
Hunter	336	Augusta	Tartola	1995	\$ 44,000

CATAMARANS

BUILDER	MODEL	NAME	LOCATION	YEAR	ASKING
JTA	Lagoon 47	Bellissima Star	St. Martin	1994	\$233,700
Wauquiez	Kronos 45	Sagitepas	St. Martin	1995	\$287,000
JTA	Lagoon 42	Vert et Bleu	Cuba	1991	\$130,500
Fauntaine	Venezia 42	Gigi	Carribeon	1995	\$179,200
JTA	Lagoon 42	Harris Star	Croatia	1994	\$150,600
Catana	Catana 411	Sandy Island	Hyerres, France	1994	\$219,400

Please note: These prices do not include any applicable sales/import taxes. Inventory includes basic domestic, safety and navigational items. Additional inventory may be available. Please ask for specifications for your preferred models.

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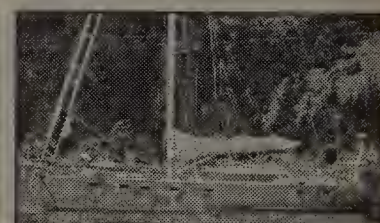
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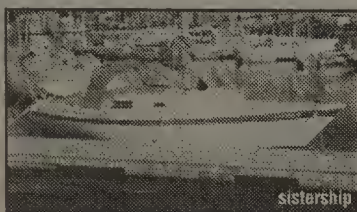
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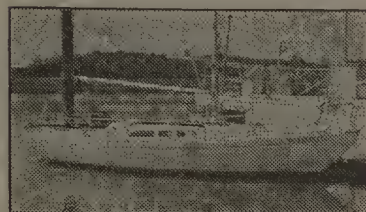
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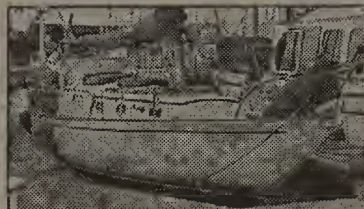
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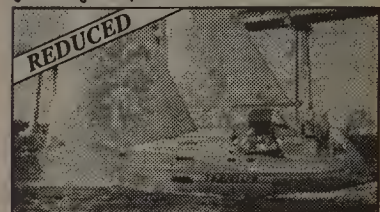
ALBERG 35. Beautiful, fully cruise-equipped and ready to go, this stout little yacht has had extensive upgrades including a new 30hp Perkins diesel in '93, new seawater-cooled refrigeration in '97, and all new 110V wiring in '95. The equipment list is extensive and includes Navica autopilot, Lawrance GPS, Furuna 16-mile radar, and much, much more!!!



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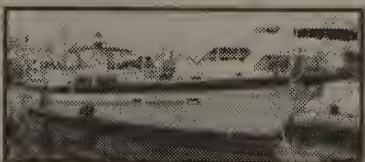
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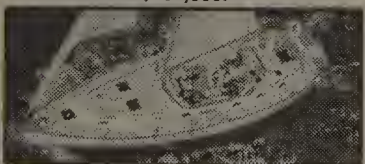
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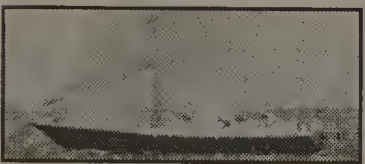
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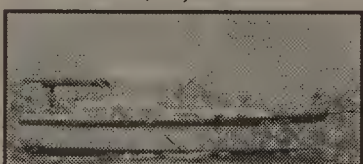
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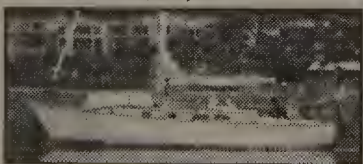
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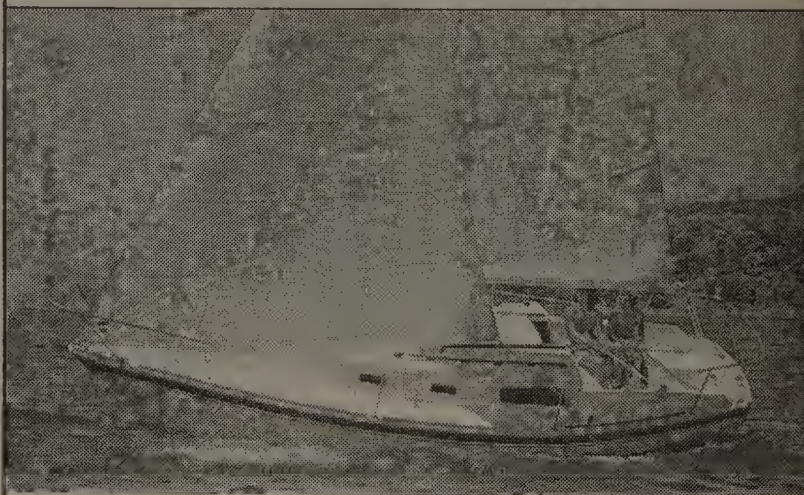


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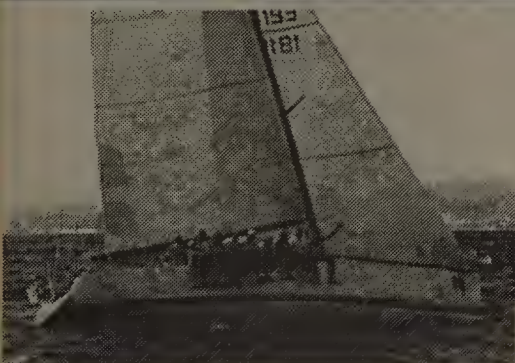
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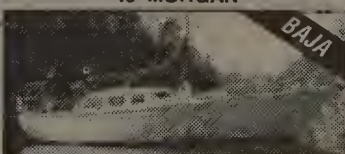
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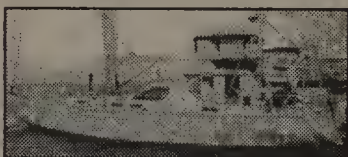
71' OCEAN. 1972. Built by Southern Ocean Shipyards. **USCG CERTIFIED** for 46, this refit yacht is available with an established charter operation on San Francisco Bay. Call for details.



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61' C&C CUSTOM KETCH. 1972. This unique quality vessel is just completing a refit and updates. A performance, center cockpit yacht with spacious interior. Trans-atlantic vet can be easily sailed shorthanded.



48' JON MERI. 1989. This performance cruising yacht offers an attractive pilothouse with full dual station. 3 staterooms, electric roller furling. Built to highest standards in Finland. Lying Sausalito.



48' CUSTOM C&C. 1973. Pretty classic yacht. Refit in '96 w/new Awlgrip, interior, electric winch, new sails, Perkins turbo w/20 hrs. Robertson AP, Furuno radar, Autohelm wind/speed/direction.



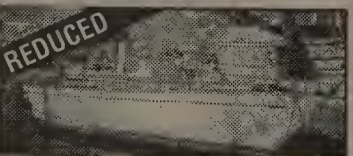
43' SAGA. Built 1997, this last passagemaker sleeps six in two staterooms plus convertible settees. Robert Perry designed, she's ready to cruise with lots of new electronics and sails.



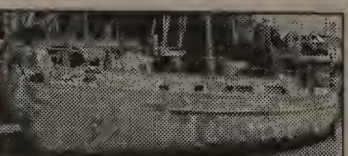
38' MORGAN. 1978. Excellent boat for the Bay with accommodations for 7. Well cared for inside and out. Low engine hours.



C&C 39. *Shillelagh* is a famous SF Bay boat having been sailed to many wins in various regattas. Lovingly cared for by her present owner, she shows like new. Sleeps 6 comfortably, enclosed head w/shower. Priced to sell.



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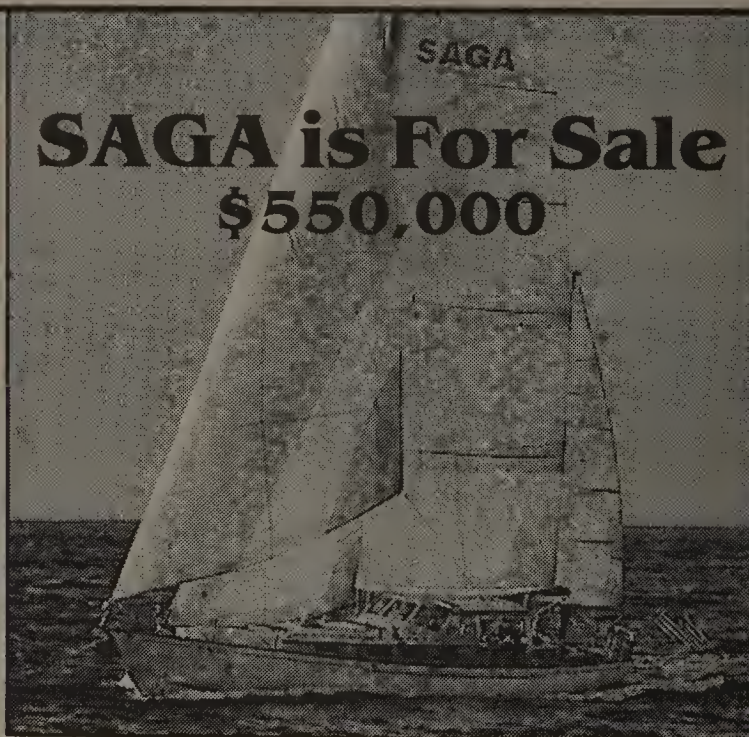


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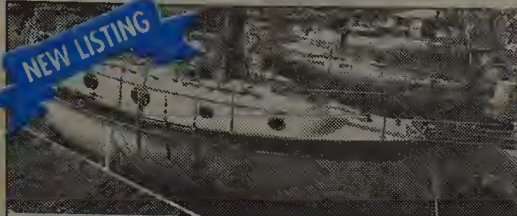
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31' PACIFIC SEACRAFT MARIAH, 1977 Rare double-ender, big brother of renowned Flicko & proven bluewater cruiser! Pacific Seacraft has always been coveted for quality construction & well thought out designs. Exceptional shape both topsides & below. A must-see if looking for a stout go-anywhere cruiser. **\$69,000**

NEW LISTING



30' ISLANDER, 1976 This classic Islander has been extensively refurbished and shows Bristol! Note rebuilt freshwater-cooled Atomic 4, new rigging, repainted inside and out. Igloo refer, new 4D battery, sails in great shape and Sausalito YH slip can transfer. **\$17,500**

NEW LISTING



37' IRWIN, 1980 Center ckt full keel cruiser just extensively refurbished and shows very nicely! Topsides newly buffed and waxed, interior and exterior wood refinished. New: cushions, heads, fuel tank, hot water heater, two gel cell batteries, bilge pumps. Perkins diesel engine just completely serviced. **\$55,500**

REDUCED

See at: www.marottayachts.com



37' TAYANA, 1979 Robert Perry-designed double-ender is in fine shape & lying in transferable Sausalito YH slip. Very spacious down below. Amenities include diesel heat. All lines lead off, running rigging, standing rigging & convos replaced. **Reduced to \$69,000**

See at: www.marottayachts.com



36' NONSUCH CAT RIG, 1987 This stiff, seakindly vessel is a breeze to sail shorthanded, and at home in SF Bay conditions. With new: full-batten sail, running rigging, bottom paint, cockpit cushions and meticulous maintenance, Fast Lucy is Bristol. Sausalito YH, slip can transfer with vessel. **Reduced to \$122,000**

REDUCED

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46' ERICSON, 1973 Particular vessel boasts much updated equipment incl. rebuilt Perkins diesel, replaced running & standing rigging, replumbing & rewired. Represents real value at present. Note that this is the least expensive 46' fiberglass cruiser of racer/cruiser listed on yachtworld at present! **\$79,500**

REDUCED

See at: www.marottayachts.com



S&S YAWL, 1969 This S&S-designed yawl shows Bristol. Entire boat just repointed, all brightwork perfect, including teak decks. Aluminum spars, keel-stepped main mast, recent Harken roller furler, numerous sails reconditioned and in very good shape. Most systems new or rebuilt. **Reduced to \$109,000**

REDUCED

See at: www.marottayachts.com



40' PEARSON, 1981 Vessel shows much pride of ownership, many upgrades, must be seen. Practically new sails, dodger, B&G instrumentation. Renovated interior, redone brightwork, cushions and curtains. Sausalito YH slip can transfer. **Reduced to \$89,000**

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38' NANTUCKET, 1984 Comfortable cruiser was extensively refurbished in '97 (New: Teak deck, stanchions, lifelines, Lewmar hatches, head, galley washer/dryer installed, interior wood refinished). Since then, new: thru hulls, battery charger/alternator & Yanmar diesel overhauled. **Reduced to \$87,000**

REDUCED



40' ENDEAVOUR, 1981 Well found ctr ckt sloop is one of the nicest boat at this age we've seen in quite some time. Finely finished teak throughout. 6'4" hdrm, new elect. updated in 2000 incl. radar. Sails great shape. Roller furler, new Bortec sys. Lozyjacks/rigging installed & keel-stepped mast pulled & reworked 5/00. **\$109,000**

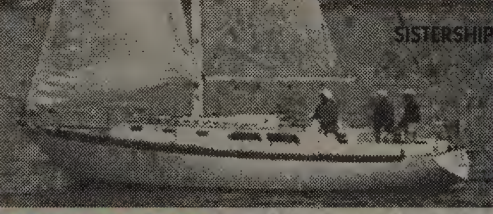
REDUCED

See at: www.marottayachts.com



46' SPINDRIFT, 1983 Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling headsail and staysail, full batten main w/BAT cor, drifter, sails & running rigging practically new. Sausalito YH slip can transfer. **Reduced to \$220,000**

SISTERSHIP



ISLANDER 38, 1974 One of the finest "classic plastics" on the Bay. Lots of boat for the money, and a superb San Francisco Bay sailer! Diesel engine, self-tailing winches, wheel steering, roller furler. Prime Sausalito slip, can transfer. **\$36,000**

NEW LISTING



36' C&C, 1972 This well found racer/cruiser is immaculate, shows more like a boat from the '90s than actual age! Much updated equip. New interior, new electronics (incl. radar) never installed, new running rigging, repowered Yanmar diesel '96. Fixed keel version, roller furler, dodger, wheel steering. Sausalito YH slip can transfer. **\$59,000**

NEW LISTING



31' HUNTER, 1972 Very clean 31-foot Hunter boasting a Yanmar diesel with low hours, roller furler, wheel steering, dodger, hot/cold pressure water and new cold plate refrigeration. Hard-to-find Sausalito berth can transfer. **\$29,500**



29' RANGER, 1972 Attractive Gary Mull-designed sloop in very nice shape with renewed bright work and plenty of sails including new spinnaker. Vessel is largely original with tiller steering and Atomic 4 engine but shows very well and with transferable Sausalito slip, makes a nice package. **\$13,750.**

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47' HYLAS, 1986
Three staterooms. Exceptionally clean.
\$222,000.

Also
44' HYLAS CUTTER, 1986
Two staterooms. Completely cruise ready.
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REDUCED



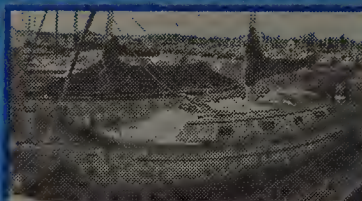
46' PAN OCEANIC, '86. Ted Brewer Seastar. True world cruiser. Rebuilt engine, inside steering, completely loaded.
Reduced to **\$139,000.**



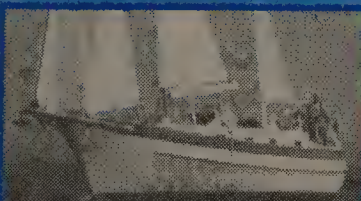
56' RELIANT KETCH, '91. Cold molded. Loaded for cruising. Turn key. Owner needs offers.
Asking **\$185,000.**



47' PUVIEUX, '80. Aft cabin ketch. Turnkey cruiser/liveaboard. Sylvester Stollone's old boat. Great accommodations. Ford Lehman Diesel. **\$169,000.**



37' GULFSTAR, '79. Perkins 4-108 with low hours. Interior looks like new. Hood roller furling. New dodger. Dinghy.
\$74,900.



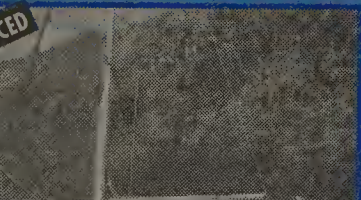
38' FALES, '79. Rugged cruising ketch. Liferaft. A/P. windvane. EPIRB. Furuno radar, new dodger, Boston Whaler dinghy w/ new OB. Perkins w/ 200hrs. **\$85,000.**



44' LAFITTE, '81. Perkins 4-108 w/ 600 hours. Mast & boom repointed, new standing/running rigging, fully bat. main, oversized winches. Perry design. **\$150,000**



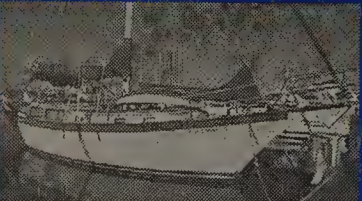
43' SPINDRIFT, '81. PH. 3 strms. Extremely well maintained vessel. Many recent upgrades. Turnkey vessel. Trade for property **\$149,000.** Also '81 **\$119,500.**



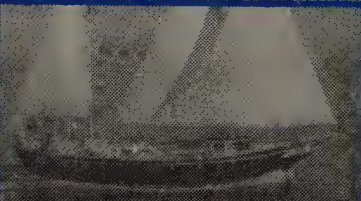
44' BENETEAU OCEANIS 445, 1994
Maximum performance with minimal effort. In-Mast Mainsail Furler. Autopilot. SSB. GPS. Four Staterooms. **\$169,000.**

SELECTED CRUISING YACHTS

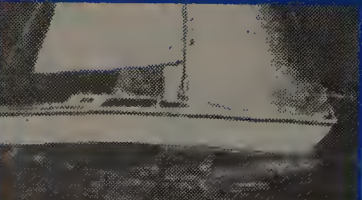
SAIL	40' HUNTER	'95	139,000	29' C&C	'86	28,000
63' ALUMINUM	38' MDRGAN	3 from	55,000	28' TRADEWINDS	'67	24,500
61' C&C	38' DOWNEASTER	2 from	49,900	28' BENETEAU	'88	29,900
58' TAYANA	38' FALES	'79	85,000	28' NEWPORT	'79	22,500
56' RELIANT	37' VALIANT	'78	84,900	28' ISLANDER	'78	25,000
52' IRWIN	37' PASSPORT	'85	124,000	27' D'DAY	'78	12,900
51' FORMOSA	37' GULFSTAR	'79	74,900	27' CATALINA	'73	10,500
48' C&C	37' FISHER	'75	85,000	26' YANKEE	'75	16,500
48' C&C, nice	365 PEARSON	'77	47,000	25' CORONADO*	'63	3,500
47' DLYMPIC, SD	36' C&C	'79	59,000	25' US	'82	7,500
47' PUVIEUX	36' PEARSON	'76	35,000	POWER		
47' HYLAS	36' COLUMBIA	'70	21,900	105' BURMESTER	'53	1.5M
46' SPINDRIFT	36' HUNTER	'80	44,500	65' NORDLUND	'71	234,900
46' ERICSON	35' TRADEWINDS	'84	88,000	61' TRAWLER	'43	49,000
46' SEA STAR	35' ERICSON MkII	'77	47,500	50' STEPHENS	'65	135,000
45' HUDSON	35' RD88	'63	45,000	45' PICCHETTI	'70	75,000
45' BOMBAY EXPLOR	36' FREEDOM	'88	99,000	42' KHA SHING F8	'84	99,900
44' HYLAS	35' SPENCER	'65	39,900	41' CHRIS CRAFT	'84	100,000
44' LAFITTE	35' CHRIS CRAFT	'65	39,950	40' CHRIS CRAFT	'59	38,000
44' BENETEAU	35' FUJI	'74	55,000	38' WELLCRAFT	'86	105,000
43' HANS CHRISTIAN	35' C&C LF	'84	35,000	38' MATTHEWS	'25	24,900
43' SPINDRIFT	35' RAFIKI	'80	59,000	37' SILVERTON	'88	85,000
43' GULFSTAR	35' HUNTER	'90	61,500	35' FISHERMAN	'72	25,000
42' GOLDEN WAVE	34' DPUS MkII	'83	55,000	34' CH8	'77	44,900
42' MDRGAN	34' TRUE NORTH	'78	49,900	32' TOLLY CRAFT	'64	26,500
41' ISLANDER F/Port	34' NICHOLS	'61	15,000	32' GRAND BANKS	'67	60,000
41' MDRGAN DI	33' HUNTER	'80	24,000	28' WELLCRAFT Exp	'85	29,750
41' RHODES	32' WESTSAIL	'79	60,000	28' PENN YAN	'80	34,000
41' CT	32' ERICSON	'72	15,500	27' MDTDR LAUNCH	'74	10,500
41' ERICSON	30' SANTANA	'79	19,750	23' COBALT	'89	12,900
40' C&C	30' HUNTER	'91	46,900	20' CORRECT CRAFT	'77	13,500



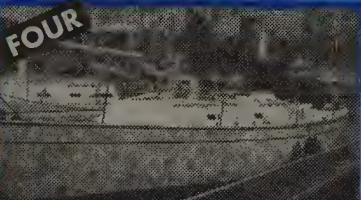
38' DOWNEAST CUTTERS. Two available. 1977, \$52,000. 1975, \$49,900. One with transferable SF-Morino slip.



51' FORMOSA, '81. Wonderful cruising boat at a great price. Excellent liveaboard. Black hull. Must see. **\$139,000.**



34' NICHOLSON 345, '84. Fast racer/cruiser with side aft cabin. Ron Holland design built by Comper & Nicholson. **\$54,900.**



MORGAN 38, '78.
Fin keel, skeg rudder, Yanmar diesel, great daysoiler/cruiser. **\$55,000.**



34' TRUE NORTH, '78. Stan Huntingford design. Great liveaboard/cruiser. Self-steering, radar. **\$49,999.**



36' FREEDOM, '88. Gory Mull Design. Freestanding Rig. Great singlehander. Exceptionally well maintained.. **\$99,000**



46' SPINDRIFT, '83. Bristol yacht. Center cockpit. Dark blue hull. Full bottom main. Ford Lehman diesel w 1,000 hours. **\$220,000.**



C&Cs: 61' CUSTOM, 1972. Exceptional vessel. **\$250,000.** **CUSTOM 48', 1973.** **\$240,000.**
48' LANDFALL, 1980. **\$159,000.**
40' CUSTOM TALL RIG, 1981, **\$89,000.**
36' C&C, 1979, **\$59,000.**

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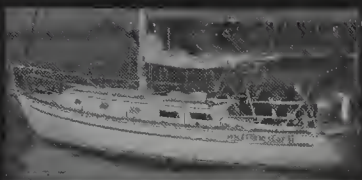
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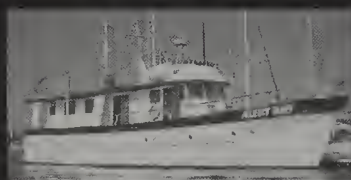
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43' SCARAB THUNDER 80+ mph, three 502 Efi V8s, 50 hrs on new engines, 3 axle quick load trailer, gloss/kevlar. NASH BRIDGES PHOTO BOAT. This rocket is offered at \$89,000 Asking Price.



40' ALDEN KETCH. 49' LOA. Dsl, dbl reef main, mizz, club, 90 & 100% jibs, spin, mizz, mizz stoysoils, wheel. Nice! Asking



65' YACHT CONVERSION
NORTH COAST SEINER/TRAWLER Elliptical stern. A real ship magnificently built to go to sea and stay there. Converted to yacht, great potential. Asking \$125,000.



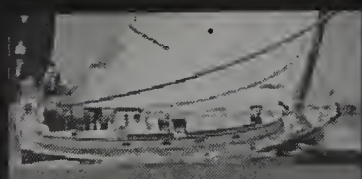
32' DREADNOUGHT CUTTER Full FIBERGLASS construction w/teak trim & decks. Beautiful TEAK interior, diesel, very strong, great cruiser. Asking \$29,900.



43' 1931 STEPHENS
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40' LOA CLASSIC CROCKER KETCH Beautiful, traditional, bright deck house, teak deck. Major refit incl. new dsl in '99. Gorgeous keeper! Asking \$40,000.



36' NONSUCH cot rig. F/G, dsl, great layout & interior, AP, wheel, teak trim, shower, 6" headroom, loaded & very clean. Asking \$122,000.

SAIL
97' PINISI SCHOONER in BALL, loaded, B guest cabins + crew, more. 190,000
55' LESTER STONE Classic Yawl, 1910, dsl, lots of equipment, great cruiser. Asking 44,000
50' FORCE 50 Bill Garden P/M Ketch, dual helms, dsl, heavy glass, 1kw gen, great cruiser &/or live aboard. w/radar, Zodiac w/ o/b, A/P & lots more. Ask 130,000
48' SPARKMAN & STEPHENS performance cruising sloop, diesel, mahogany, SoPac vet. 76,000
48' CUTTER, Germany 1928. 65,000
48' KETCH, Gaff, roomy, F/C. 87,500
47' VAGABOND fixer-upper. 76,000
43' OUTCH, steel ketch, P/H. 79,000
42' WALSTEED SLP, one of the world's finest wood builders. 133,000
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36' ATKIN STAYSAIL SCHNR, 30' LOA. Osl, dink w/o/b, clipper bow, heavily glassed hull, furling. A salty well-equipped treasure. Asking 18,500
34' NICHOLS cruising sloop, i/b. 12,500
33' RHODES WINWARD sloop, i/b. Asking 12,000
32' PIVER CRUISING TRI, dsl, ketch. 10,500
32' LAPWORTH OASHER by Eosom, classic ocean racer, i/b. 12,500
32' ISLANDER SLP, Perry dsgn. Osl, much recent improvement, wheel, roller furl & more. Asking 29,900
30' ISLANDER MK II. Offer 12,000
30' CAL 230, sloop, dsl. Asking 22,000
30' MORGAN 30-2, performance cruising sloop, i/b. Very Clean 22,000
30' SPIOSGATTER, classic Danish dbl-ender, i/b, Copper rivet fastened. Very nice varnish & finish. Asking 40,000
28' LANCER MkV sloop, '84. 13,400
27' ERICSON sloop, i/b, roller furl, lines led aft for short hand or rough weather, full galley, VHF, depth, clean 16,000
27' NEWPORT sloop, i/b. 8,000
26' FOLKBOAT INT'L, glass. 8,500
26' COLUMBIA MKII, o/b. 10,500
26' FOLKBOAT, Built in Finland. Osl, mahog, lapstroke, full cover, traditional beauty. nice 6,900
26' THUNDERBIRD, O/B, nice. 4,500
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25' CHEOY LEE FRISCO FLYER, i/b, glass hull. Great pocket cruiser. 5,000
24' CAL SLP, o/b, nice. Asking 4,500
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100' STEEL TUG, YTB, ex-cond. 175,000
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57' CHRIS CRAFT Constellation, dsls, loaded. 129,500
50' STEPHENS Flush deck cruiser, 1965, twin GM dsls, FB, aft stateroom & more. Asking 135,000
45' TUG, 1946, 671 dsl, cedar on oak, FB twin helm, H&C water, shower, galley, radar, A/P & more! 25,000
40' TEO GEARY CLASSIC CRUISER, Loaded & a gem. Modern diesel. Must be seen. 112,000
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38' CHRIS sport fish, twin 350s, sharp, flybridge. 24,600
38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, very nice. 59,500
38' HUNTER of Canada, FB sdn, twin VBs, clean, roomy '59 cruiser, w/comfort. Good Boat! 22,500
38' CHRIS CONNIE, fresh twins, nice 18,000

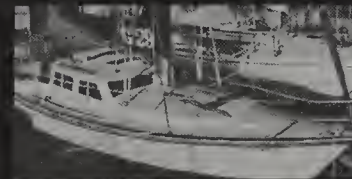
36' STEPHENS, '39, classic, twins, aft enclosure, more. 24,000
34' CHRIS CRAFT Commander, '63, twin gas, great boat. 26,500
32' HOUSEBOAT, F/G, bad I/O, good boat, COZY! 14,500
32' FAIRLINER F/B twins, glass. 12,500
32' TROJAN Express, twins. 12,500
30' CHRIS CRAFT, Expr. twins. 12,500
29' TOLLYCRAFT, twins, nice! 8,000
28' TOLLYCRAFT, F/G sedan. 12,500
28' CARVER, nice/roomy, O/O. 12,950
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20' SEA SWIRL, '96, tlr, 225hp. 23,000
20' SKIPJACK, Volvo VB, 40 mph. w/tlr & very clean. Asking 11,500

ALDEN KETCH

50' STEPHENS



50' CSTM CLASSIC STEPHENS Unique custom built twin screw tri cabin. Aft enclosure, elegantly furnished & appointed, F/B, shower, cavers, radar, loaded & wonderful. \$245,000.



29' GULF Pilot House Sloop. Dsl, all glass, inside & outside, wheel steering, Roller furl jib plus genoa. Single hond rig, pulpits & lifelines. Asking \$25,000.



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Robb design. Diesel. Teak cabins, deck and hull. This ONE OWNER traditional beauty has been lovingly maintained. Wheel steering. Full cover and more. Asking \$75,000.

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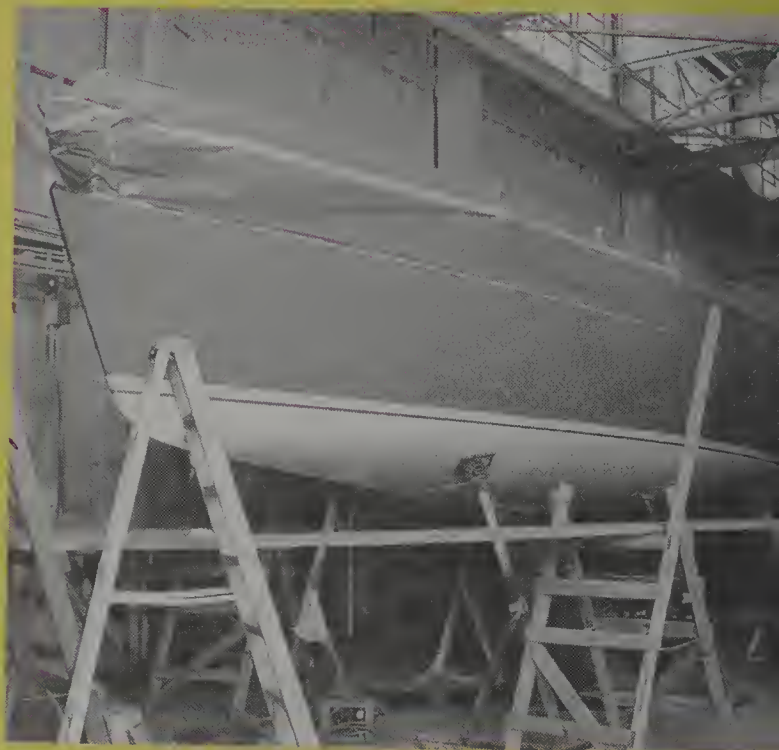
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